

AUTOMOTIVE INDUSTRIES

AUTOMOBILE

Volume 68

Reg. U. S. Pat. Off.

Number 8

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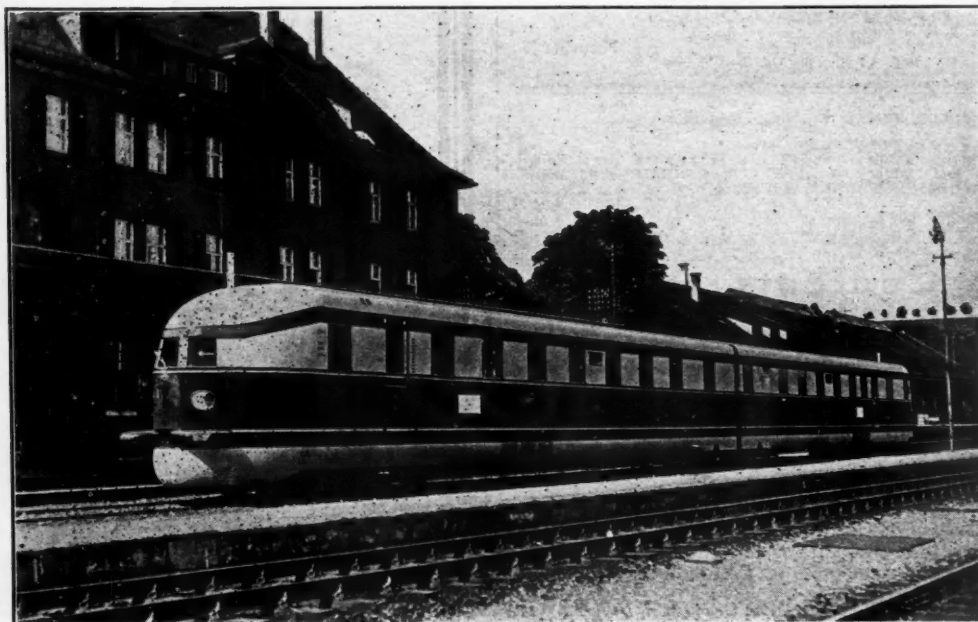
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FOREMOST
IN
SCIENTIFIC
DEVELOPMENT

WYMAN-
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AUTOMOTIVE & AVIATION
FORGINGS
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HIGH POWER VERTICAL SURFACE GRINDERS

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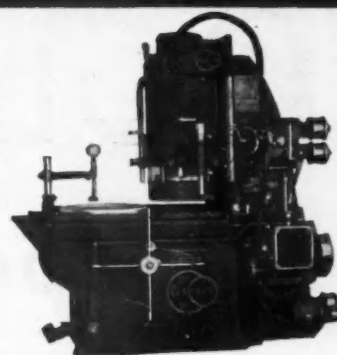
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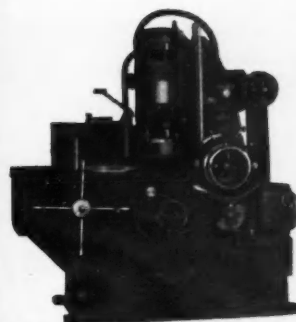


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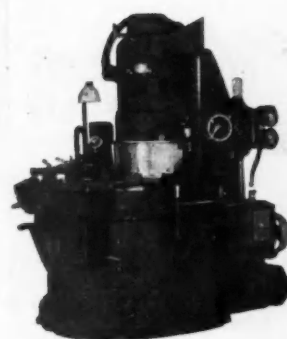
No. 16—Applicable to a wide range of production work and also to die and tool work.



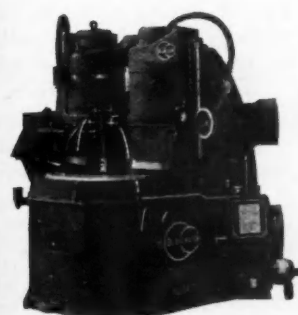
No. 10—Especially suited to tool rooms and where production does not warrant a larger machine.



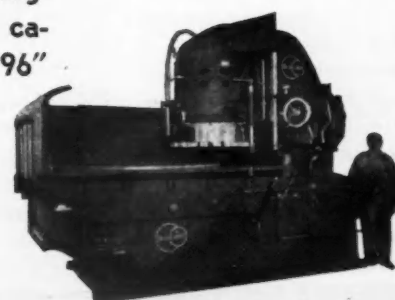
No. 16-A—Automatic Sizing; operator only loads work; for high production and uniform accuracy on small parts.



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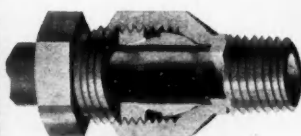
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Safety against leakage.

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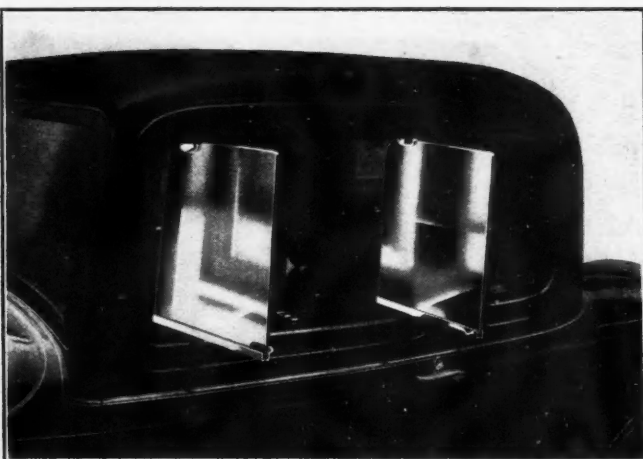
Simplicity of connecting—no flaring—no soldering—no separate sleeves.

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Safety—Underwriters' Tested and Listed

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— Patents Pending on all devices —

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The twin windows form an actual venturi for sucking stale air and carbon monoxide from the car interior.

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These are quickly and easily installed, without drilling, or damage to paint. A special friction fitting holds the deflectors in position regardless of speed.

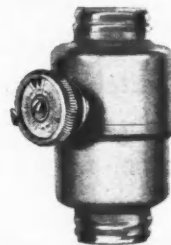
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Dole

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Provides correct water temperature for efficient hot water heater performance.

Maintains the agreed, efficient temperature under all driving conditions.

Entirely automatic. No appreciable reduction of capacity of water cooling system channels.

Easily installed. Tested, approved and used by leaders in the industry.

Patents Nos. RE-17228, 1763802, 1745622. Manufactured under license issued by Peter J. Jorgensen and Clarence H. Jorgensen.

Write us your requirements today. Our engineers will gladly work on your individual problem.

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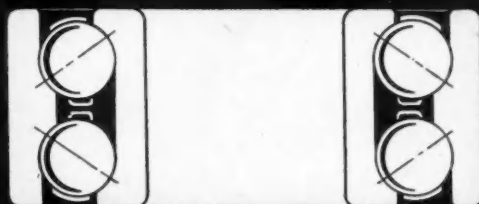
1913-1933 Carroll Avenue, Chicago, Illinois, U. S. A.

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—rugged, accurate, durable—
built in many types and sizes



SINGLE ROW — Used where radial loads predominate. Built in both maximum capacity and non-loading groove types. All tolerances conform to S.A.E. limits or closer. Where extreme precision is required, New Departure is well equipped to fill your needs.

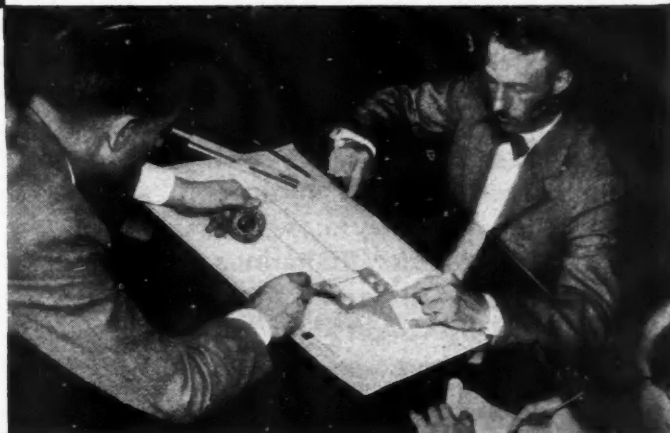


DOUBLE ROW — For locating shafts and gears with exactness and rigidity, the double row is the simplest unit. Preloading eliminates all looseness and end-play. An angular contact design fits it for heavy thrust loads. It is the popular choice for drill spindles, speed reducers, portable tools, idler pulleys, automobile pinions and a host of other applications.

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...like

a ball



SHIELDED — Essentially a single row radial bearing fitted with metal shield to exclude foreign matter and retain non-fluid lubricant. In hard-to-get-at places engineers specify shielded New Departures because of their better protection from dirt and wear.



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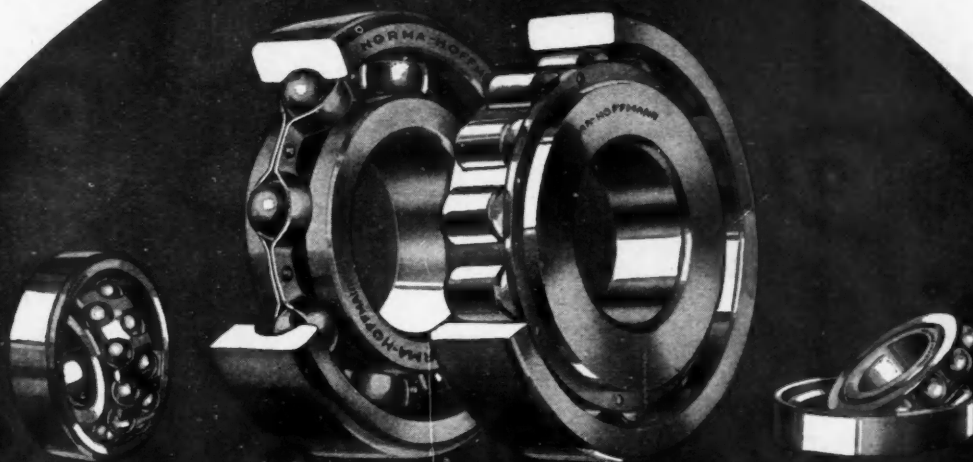
When special steels must be used, the experience of Republic's metallurgical staff and the practical knowledge of Upson in every operation of forming, finishing and heat treating are your guarantee that the steel will be right for the purpose.

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REPUBLIC STEEL
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 CLEVELAND, OHIO



Bolts and nuts in all standard and special shapes, sizes, alloys and finishes. Standard and special rivets of all kinds. Wire rope clips. Turnbuckles. Belt fasteners. Automotive and railroad special items. Headed and threaded products for every use. Your specialties are our specialty.

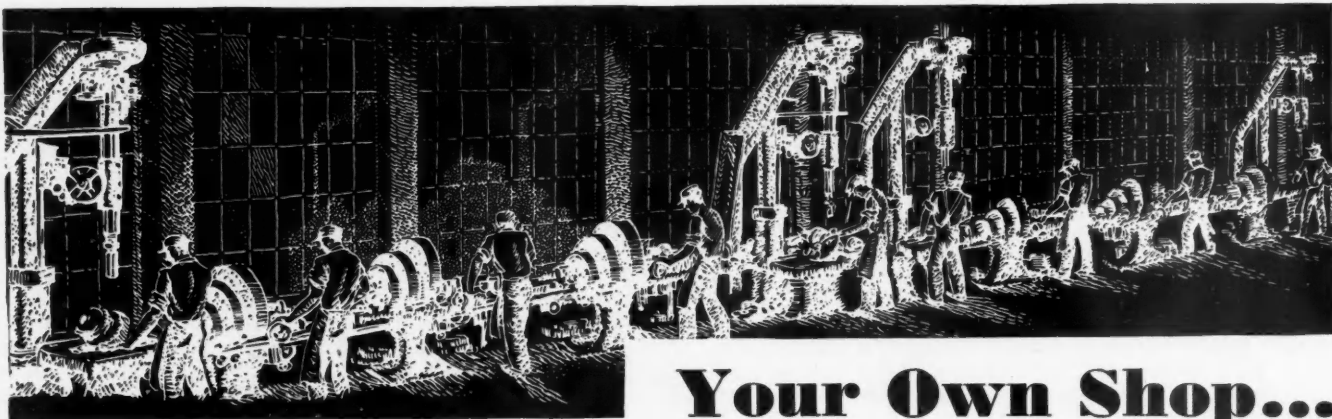


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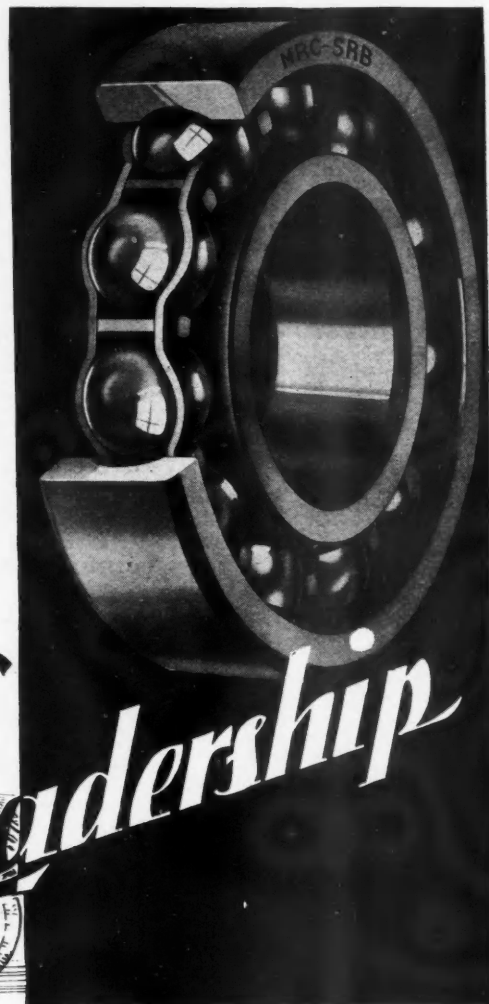
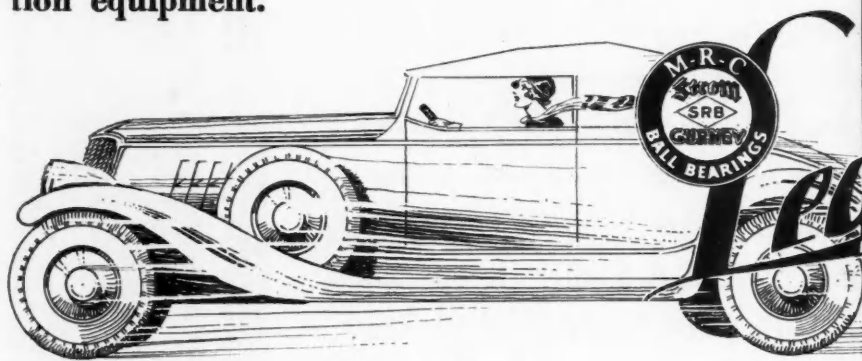
"NORMA-HOFFMANN"
PRECISION BEARINGS
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cesses ... more developments for increasing bearing capacity and accuracy ... and more original bearing designs than any other manufacturer.

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BALL BEARINGS



An interior view, showing the rugged construction, locking mechanism, and fastening springs.

METAL-BILT

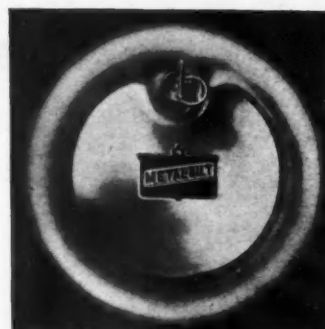
THE HUB CAP THAT LOCKS THE WHEEL

This cap is constructed by re-inforcing a heavy steel inner shell with a heavy gauge cross plate that supports the lock and is so designed that it perfectly balances the cap—making it practical for use on running wheels as well as on spare wheels. All possibility of rattle is eliminated through the use of tempered steel fastening springs. A tempered steel lock bolt and tongue prevent the cap from being pried loose. The outer shell or cover is made of brass, finished with a heavy chromium plating—assuring a uniform appearance when installed with a set of standard hub caps.

The trade demands the adoption of the METAL-BILT HUB CAP and WHEEL LOCK as protection against the ever increasing thefts of both spare and running wheels.

METAL-BILT Hub Caps can be built into any manufacturer's present hub cap design, without changing its appearance, except for the lock itself.

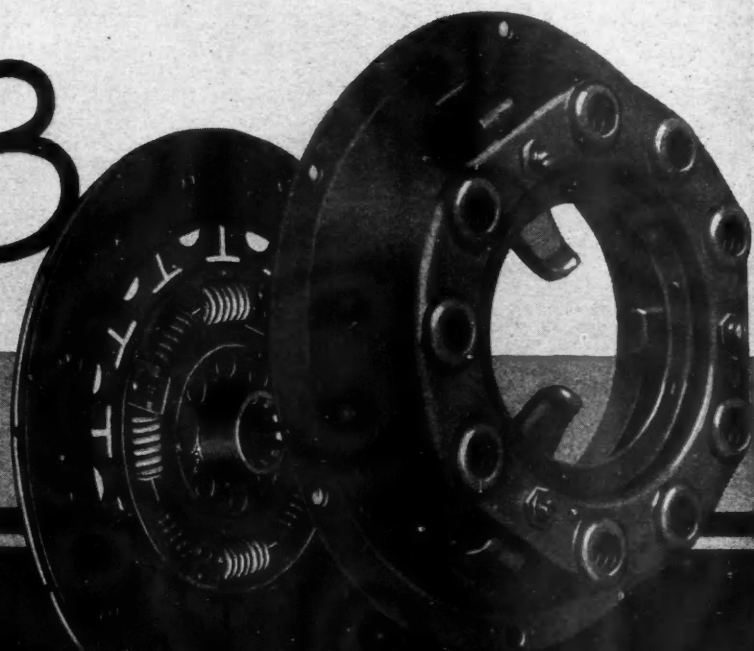
Write for complete details.



An exterior view, showing the general shape and highly polished chromium plated finish.

DETROIT METAL SPECIALTY CORPORATION
DETROIT MICHIGAN

Answering the requirements of 1933



BORG & BECK



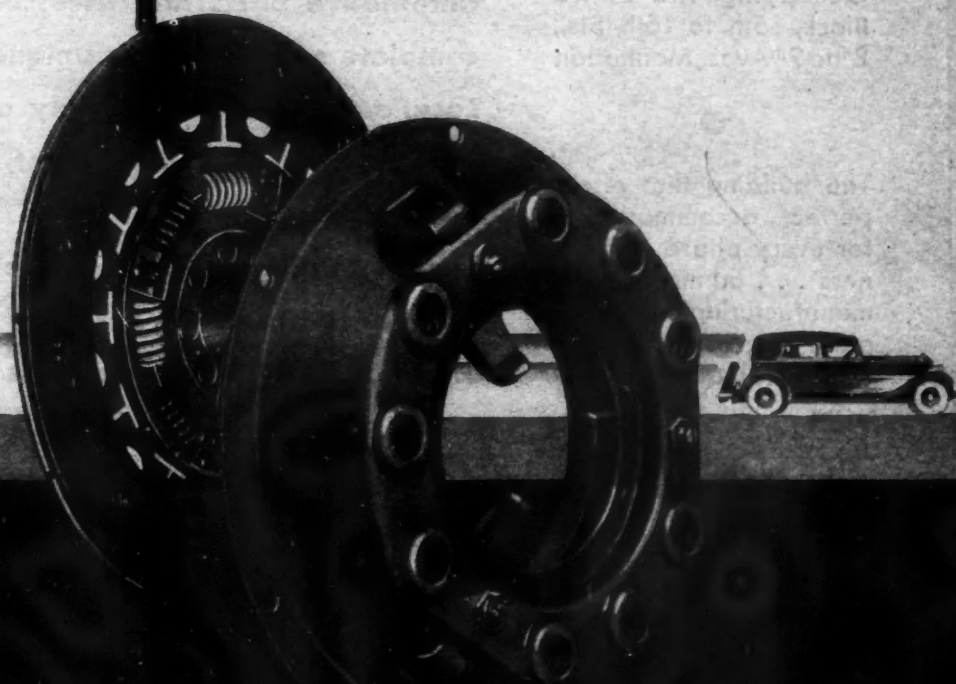
YOU'LL find Borg & Beck clutches standard on a large number of the 1933 models. Automotive engineers have selected Borg & Beck clutches because they meet the exacting requirements of 1933 automotive construction.

Borg & Beck means competent engineering, comprehensive manufacturing facilities and a sure source of supply.

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BORG & BECK leadership is maintained through constant improvement in Borg & Beck Clutches. Every advance in motor car construction—new speeds, smoothness and riding comfort, finds its counterpart in finer and better Borg & Beck Clutches.

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for every phase of busi-
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play, packing, shipping
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All the vexing problems of distribution of
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complete solution in this unique structure . . .

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superb mechanical equipment, light, ventila-
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Freight Station—every feature of the build-
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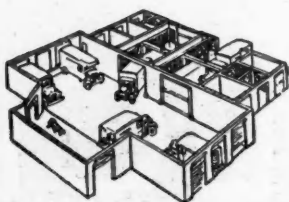
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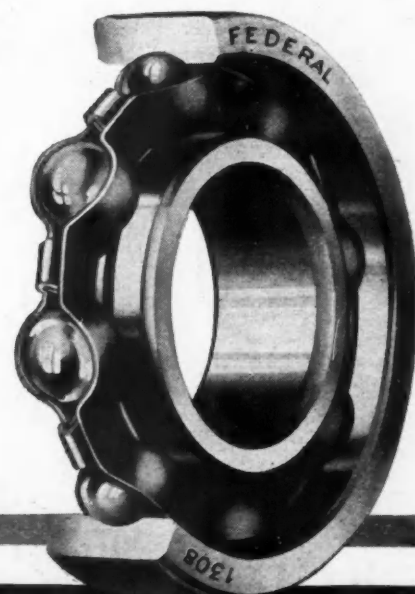


BUILDING to a standard, rather than down to a price. Striving to make the best bearings that human skill can devise. These have ever been the "FEDERAL" ideals. The finest of steels; unusual care in manufacture; exhaustive tests. These are the factors which give to FEDERAL BALL BEARINGS unusual higher quality.

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FOR DIE CASTINGS




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ELECTRIC REFRIGERATORS

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BOSTON
Boston Pencil Sharpener

WARRANTED THE DRIVER

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THE NEW JERSEY ZINC COMPANY

160 FRONT STREET, NEW YORK CITY

ZINC METAL ALLOYS - ROLLED ZINC - ZINC PIGMENTS - SULPHURIC ACID - SPIEGELEISEN

February 25, 1933

Automotive Industries


AUTOMOTIVE INDUSTRIES

Vol. 68, No. 8

• THIRTY-FIFTH YEAR •

February 25, 1933

Statistical Issue



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REGISTRATIONS OF MOTOR VEHICLES

1932 World Registrations of Motor Vehicles

	Motor Vehicles	* Cars	* Trucks	* Buses	* Motor-cycles
Americas (except U. S.)	1,896,380	1,458,848	331,987	11,464	13,096
Africa	369,814	290,102	68,880	3,751	57,122
Asia	486,292	268,416	97,708	13,274	56,984
Europe	5,498,704	3,908,229	1,453,321	116,752	2,192,395
Oceania	770,199	604,895	163,145	1,509	99,768
United States†	24,373,979	21,173,698	3,131,269	69,012	96,153
Total, 1932	33,395,368	27,704,188	5,246,310	215,762	2,515,518
Total, 1931	35,303,713	29,408,043	5,556,237	251,064	2,618,319

* Not complete for all territories.

† Automotive Industries—All others The American Automobile (American Edition).

U. S. Motor Vehicles Pay \$825,000,000 Taxes

	Tax per Gallon Cents	Gasoline Tax Receipts*		Per Cent Change	Registration Fees†		Per Cent Change	Gasoline and Registration Tax per Motor Vehicle		Gasoline Consumption Gallons (000 Omitted)		Per Cent Change
		1931	1932		1931	1932		1931	1932	1931	1932	
Alabama	6	\$7,197,474	\$7,267,915	+1.1	\$3,379,392	\$2,425,348	-28.5	\$42.70	\$42.70	162,672	136,644	-16.0
Arizona	5	3,204,288	2,900,221	-9.3	767,508	560,752	-27.0	30.30	36.40	74,461	69,621	-6.5
Arkansas	6	6,448,049	6,287,900	-2.5	3,495,545	3,110,000	-11.0	53.00	55.80	127,074	112,715	-11.3
California	3	39,863,637	36,353,541	-8.7	9,763,274	9,383,449	-3.9	24.90	22.90	1,401,544	1,349,687	-3.7
Colorado	4	6,254,338	5,469,220	-12.5	1,910,741	1,931,795	+1.0	26.45	26.00	176,494	158,139	-10.4
Connecticut	2	4,727,993	4,700,000	-0.5	8,259,542	7,493,291	-9.2	36.45	34.20	248,927	247,682	-0.5
Delaware	3	1,072,061	1,096,723	+2.0	1,043,173	1,018,396	-2.5	38.05	39.90	38,106	38,487	+1.0
Dist. of Col.	2	1,726,296	1,976,461	+11.4	623,460	317,031	-49.1	12.30	13.00	93,493	103,123	+10.3
Florida	7	14,986,170	14,644,448	-2.2	4,851,968	5,261,974	+8.5	61.15	68.90	231,988	209,021	-9.9
Georgia	6	13,313,500	12,064,691	-9.4	4,256,553	3,836,612	-9.7	54.90	55.40	221,893	199,260	-10.2
Idaho	5	2,598,366	2,220,000	-14.5	1,909,363	1,750,000	-8.0	39.80	39.10	59,753	51,089	-14.5
Illinois	3	29,065,685	28,581,257	-1.5	18,426,497	16,966,682	-7.9	29.40	30.40	1,047,687	965,967	-7.8
Indiana	4	18,034,553	16,739,562	-7.0	6,332,101	5,933,518	-6.3	28.10	28.40	481,471	446,805	-7.2
Iowa	3	10,927,589	8,914,363	-18.4	12,539,613	11,748,996	-6.3	31.20	30.20	412,424	354,854	-13.6
Kansas	3	8,070,885	7,000,000	-13.3	6,059,910	5,500,000	-9.2	25.10	24.50	485,483	419,943	-13.5
Kentucky	5	8,810,130	8,200,000	-6.9	4,842,108	4,234,988	-12.6	41.50	42.00	176,203	164,045	-6.9
Louisiana	5	9,397,783	9,382,888	-0.2	4,549,244	4,115,384	-9.6	53.00	55.50	187,955	166,152	-11.6
Maine	4	4,382,728	4,255,148	-2.8	3,184,091	2,943,856	-7.5	40.40	42.40	116,199	110,273	-5.1
Maryland	4	7,431,002	7,500,232	+1.0	3,497,807	3,460,746	-1.0	33.60	34.20	188,930	192,520	+1.9
Massachusetts ..	3	15,306,376	16,651,882	+9.0	7,000,306	6,142,130	-12.2	26.75	28.40	577,197	565,653	-2.0
Michigan	3	21,832,347	20,398,449	-6.5	21,821,290	19,835,711	-9.1	35.50	35.50	821,584	767,359	-6.6
Minnesota	3	11,070,159	10,000,557	-9.0	10,784,845	10,114,792	-6.2	30.20	29.50	441,914	400,816	-9.3
Mississippi	6	5,882,264	5,180,000	-11.8	2,421,287	2,189,000	-9.5	45.25	44.70	115,224	99,669	-13.5
Missouri	2	9,206,564	8,923,000	-3.0	10,140,429	9,750,000	-3.8	25.60	25.80	492,572	448,241	-9.0
Montana	5	3,018,154	2,703,879	-10.5	1,499,492	1,294,174	-13.6	35.10	36.70	75,645	68,232	-9.8
Nebraska	4	9,210,911	7,830,836	-15.2	3,742,401	3,360,336	-10.2	31.00	29.55	228,200	196,252	-14.0
Nevada	4	777,918	761,000	-2.0	388,327	333,299	-14.2	35.60	34.20	23,544	23,024	-2.0
New Hampshire ..	4	2,657,143	2,549,773	-3.9	2,257,459	2,104,096	-6.6	43.90	43.70	68,305	65,641	-3.9
New Jersey	3	17,124,632	16,980,000	-0.9	15,891,204	15,600,000	-1.6	37.80	37.50	711,128	704,017	-1.0
New Mexico	5	2,664,704	2,217,160	-16.8	1,248,097	1,123,000	-9.8	48.10	43.50	52,222	46,582	-10.8
New York	3	30,544,061	29,900,000	-2.0	41,877,611	41,000,000	-1.8	31.20	31.10	1,625,571	1,593,060	-2.0
N. Carolina	6	14,024,303	13,907,377	-0.7	6,164,549	5,444,356	-11.8	46.60	49.50	255,691	240,360	-6.0
N. Dakota	3	2,030,238	1,835,712	-9.6	1,799,120	1,799,973	none	22.40	23.60	114,789	98,020	-14.6
Ohio	4	39,328,053	34,260,952	-12.8	12,818,705	18,424,972	+44.0	30.30	32.90	984,809	895,191	-9.1
Oklahoma	4	11,665,432	10,480,000	-10.1	5,857,107	5,250,000	-10.2	36.30	36.30	300,357	269,420	-10.3
Oregon	4	6,186,918	5,932,486	-4.1	6,940,504	6,548,171	-5.7	46.75	47.60	174,550	157,968	-9.5
Pennsylvania ..	3	32,452,677	30,769,010	-5.2	31,607,172	29,676,168	-6.0	36.70	36.30	1,062,602	1,046,663	-1.5
Rhode Island ..	2	1,892,635	1,854,025	-2.0	2,272,879	2,183,509	-3.9	30.00	30.10	98,157	101,298	+3.2
S. Carolina	6	7,245,989	6,299,256	-13.0	2,790,008	2,470,470	-11.5	48.30	48.90	121,239	104,629	-13.7
S. Dakota	4	3,394,675	2,949,228	-13.0	2,808,172	2,425,000	-13.5	31.95	33.40	134,514	109,898	-18.3
Tennessee	7	11,461,023	9,750,000	-14.9	4,580,685	3,833,317	-16.4	45.30	47.30	214,369	182,857	-14.7
Texas	4	30,514,558	27,533,824	-9.8	13,994,647	13,146,838	-6.0	34.40	33.85	826,107	746,801	-9.6
Utah	4	2,309,227	2,168,081	-6.0	828,303	801,846	-3.1	28.80	29.70	61,175	54,874	-10.3
Vermont	4	1,966,544	1,872,501	-4.7	2,355,913	2,218,413	-5.7	51.50	52.70	49,151	46,693	-5.0
Virginia	5	11,445,215	10,923,740	-4.5	6,159,267	6,247,106	+1.3	45.95	45.80	244,151	230,723	-5.5
Washington	5	11,032,462	10,976,551	-0.2	7,623,570	7,162,292	-7.1	43.50	29.00	272,608	245,620	-9.9
W. Virginia	4	5,387,217	4,978,763	-7.5	4,519,763	4,030,140	-10.6	38.50	40.00	143,981	129,151	-10.3
Wisconsin	4	15,780,181	15,086,605	-4.4	11,724,995	10,281,303	-12.4	36.20	36.20	455,649	410,995	-9.8
Wyoming	4	1,587,014	1,418,517	-10.6	727,667	676,442	-7.0	37.10	36.90	39,477	35,213	-10.8
Totals .....	..	\$536,512,121	\$502,647,734	-6.3†	\$344,337,654	\$322,459,672	-6.3†	\$33.90†	\$34.00†	16,719,239	15,580,947	-7.0†

* Amount is NET after deduction of Refunds.

† Includes all License Fees.

‡ Average.

U. S. Motor Vehicle Registrations, By Years

	Passenger Cars	Trucks	Total Motor Vehicles		Passenger Cars	Trucks	Total Motor Vehicles
1895	4	.....	4	1914	1,625,739	85,600	1,711,339
1896	16	.....	16	1915	2,309,666	136,000	2,445,666
1897	90	.....	90	1916	3,297,996	215,000	3,512,996
1898	800	.....	800	1917	4,657,340	326,000	4,983,340
1899	3,200	.....	3,200	1918	5,621,617	525,000	6,146,617
1900	8,000	.....	8,000	1919	6,771,074	794,372	7,565,446
1901	14,800	.....	14,800	1920	8,225,859	1,006,082	9,231,941
1902	23,000	.....	23,000	1921	9,346,195	1,118,520	10,464,715
1903	32,920	.....	32,920	1922	10,864,128	1,375,725	12,239,853
1904	54,590	410	55,000	1923	13,479,608	1,612,569	15,092,177
1905	77,400	600	78,000	1924	15,460,649	2,134,724	17,595,373
1906	105,900	1,100	107,000	1925	17,496,420	2,440,854	19,937,274
1907	140,300	1,700	142,000	1926	19,237,171	2,764,222	22,001,393
1908	194,400	3,100	197,500	1927	20,219,224	2,914,019	23,133,243
1909	305,950	6,050	312,000	1928	21,379,125	3,113,999	24,493,124
1910	458,500	10,000	468,500	1929	23,121,589	3,379,854	26,501,443
1911	619,500	20,000	639,500	1930*	23,183,241	3,473,831	26,657,072
1912	902,600	41,400	944,000	1931*	22,567,381	3,426,515	25,993,896
1913	1,194,262	63,800	1,258,062	1932*	21,173,698	3,200,281	24,373,979

* Automotive Industries count, all others Department of Commerce.

U. S. Motor Vehicle Registrations

(As of Dec. 31, 1931 and 1932)

STATE	Passenger Cars		Trucks		Buses		Total Motor Vehicles		Per Cent Persons Loss 1932 per Motor Vehicle		Motorcycles		Trailers	
	1931	1932	1931	1932	1931	1932	1931	1932	1931	1932	1931	1932	1931	1932
Ala. ¹	213,626	195,182	33,895	32,218	↑	↑	247,521	227,400	8.2	11.8	593	604	3,279	3,948
Ariz.	92,939	80,099	12,633	14,848	.....	↑	105,572	94,947	10.0	4.7	379	309	1,623	1,765
Ark.	165,417	148,900	22,000	19,800	.....	.....	187,417	168,700	10.1	11.1	375	340	2,800	2,300
Cal.	1,971,170*	1,898,543*	105,213	97,283	.....	.....	2,076,383	1,995,826	3.7	3.0	10,034	9,372	59,057	66,059
Colo.	276,376	255,854	32,082	30,006	.....	.....	308,458	285,860	7.2	3.7	962	805	258	563
Conn.	302,316	303,910	53,274	51,577	653	947	356,243	356,434	none	4.6	2,609	2,319	1,062	1,013
Del.	45,642	43,647	9,991	9,410	.....	.....	55,633	53,057	4.5	4.5	320	320	517	649
D. of C.	169,907	155,496	19,809	19,331	1,070	1,027	190,786	175,854	7.8	2.8	990	814	.....	607
Fla.	273,927	251,503	50,819	38,305	.....	.....	324,746	289,808	10.9	5.3	1,165	946	6,751	7,522
Ga.	274,576	245,666	45,736	41,532	↑	↑	320,312	287,198	10.2	10.1	1,041	977	3,317	4,021
Idaho	97,398	87,658	15,435	13,900	228	200	113,061	101,758	10.0	4.4	366	330	7,558	6,500
Ill.	1,411,261	1,311,783	201,509	181,715	.....	.....	1,612,770	1,493,498	7.3	5.2	5,811	5,274	9,283	8,950
Ind.	737,254	674,230	129,192	119,855	1,032	878	867,478	794,963	8.3	4.1	2,781	2,529	17,807	23,570
Iowa	671,830	609,168	80,752	75,057	300	335	752,882	684,560	9.1	3.6	1,781	1,669	3,207	2,833
Kan.	481,742	438,000	40,484	72,000	.....	.....	562,226	510,000	9.2	3.7	1,050	950	1,778	1,975
Ky.	292,234	261,501	36,670	34,765	405	.....	329,309	296,266	10.0	8.9	804	878	.....	.....
La.	215,117	198,787	47,783	43,961	.....	.....	262,900	242,748	7.6	8.8	759	733	5,445	6,624
Me.	151,920	137,319	35,711	32,525	115	124	187,746	169,968	9.5	4.7	1,174	989	3,084	4,220
Md.	288,485	285,681	35,904	34,334	800	600	325,189	320,615	1.3	5.1	1,739	1,553	1,128	1,327
Mass.	732,027	694,459	103,888	103,551	4,275	3,899	840,190	801,909	4.5	5.4	3,068	1,661	650	525
Mich.	1,078,345	1,001,130	152,635	135,094	.....	.....	1,230,980	1,136,224	7.8	4.4	3,236	2,998	61,932	77,538
Minn.	613,120	581,088	109,984	101,651	317	215	723,421	682,954	5.5	3.8	1,881	1,704	18,329	21,529
Miss.	152,929	137,636	30,721	27,649	.....	.....	183,650	165,285	10.1	12.3	180	175	2,560	2,300
Mo.	657,202	624,087	96,000	99,505	.....	.....	753,202	723,592	4.0	5.1	1,671	1,551	5,356	9,778
Mont.	104,547	88,665	24,037	20,508	.....	.....	128,584	109,173	15.1	4.9	225	204	52	61
Neb.	357,706	322,196	59,848	53,369	215	151	417,769	375,716	10.1	3.7	897	834	15,737	13,531
Nev.	25,402	25,225	6,950	6,795	360	.....	32,712	32,020	2.1	2.9	75	89	411	646
N. H.	93,068	87,873	18,671	18,290	247	268	111,986	106,431	4.9	4.4	1,063	1,000	1,137	1,448
N. J.	731,621	729,835	135,098	134,279	5,400	5,197	872,119	869,311	0.5	4.8	5,738	5,700	2,916	2,863
N. M.	65,441	61,944	15,521	14,628	363	290	81,325	76,862	5.5	5.6	202	175	802	.....
N. Y.	1,928,701	1,912,392	347,443	325,471	46,897*	39,500*	2,323,041	2,277,363	2.0	5.6	13,706	13,300	13,250	13,922
N. C.	378,292	341,321	54,425	47,195	218	1,292	432,935	389,808	9.8	8.3	1,245	1,215	8,268	7,774
N. D.	144,705	129,799	26,588	24,178	.....	30	171,293	154,007	10.0	4.4	229	230	.....	39
Ohio	1,531,000	1,432,950	191,929	169,653	.....	.....	1,722,929	1,602,603	7.1	4.2	6,395	6,080	32,717	45,588
Okla.	428,140	385,326	54,585	49,127	.....	.....	482,725	434,453	10.0	5.6	.....	.....	.....	.....
Ore. ³	256,016*	237,146	24,288	24,148	884	934	261,188	262,228	6.8	3.7	1,691	1,535	2,361	1,887
Penn.	1,515,548	1,443,896	219,696	214,948	7,839	6,389	1,743,083	1,665,233	4.5	5.8	12,223	11,119	6,308	7,835
R. I.	118,155	114,832	20,112	19,075	534	538	138,801	134,445	3.0	5.2	887	939	90	95
S. C.	182,239	157,534	24,724	21,909	↑	146	206,963	179,589	13.2	9.7	576	607	2,100	2,121
S. D.	169,911	141,630	23,816	19,372	93	83	193,820	161,085	16.9	4.3	283	216	4,988	8,611
Tenn.	318,544	267,041	35,096	29,975	↑	↑	353,640	297,016	15.9	8.9	1,285	1,162	2,696	3,294
Tex.	1,084,624	1,002,978	210,850	195,144	1,363	1,923	1,296,837	1,200,045	7.4	5.0	3,722	3,508	33,798	35,890
Utah	91,381	83,089	17,577	16,762	.....	.....	108,958	99,851	8.4	5.2	478	434	767	879
Vt.	75,282	69,093	8,453	8,265	142	137	83,877	77,595	7.3	4.6	502	479	457	519
Va.	323,170	309,713	58,991	64,526	793	851	382,954	375,090	2.0	6.5	2,048	1,970	1,582	1,740
Wash. ⁴	366,912	332,741	61,114	67,685	682	1,894	428,708	452,320	+5.6	3.5	1,876	1,750	3,000	4,770
W. Va.	217,874	189,823	38,907	34,729	779	690	257,560	225,242	8.9	7.8	1,303	1,167	1,270	1,785
Wis.	641,059	588,568	118,223	111,370	532	474	759,814	700,412	7.8	4.2	2,605	2,524	1,007	1,118
Wyo.	51,283	46,761	10,917	9,896	↑	↑	62,200	56,657	9.0	4.0	114	116	↑	↑
Totals	22,567,381	21,173,698	3,349,979	3,131,269	76,536	69,012	25,993,896	24,873,979	6.2	5.16	104,137	96,153	352,495	412,532

¹ Fiscal year from Oct. 1 to Sept. 30.

↑ Included with passenger cars.

* Included with trucks.

² Includes taxis.

³ Fiscal year from July 1 to June 30.

⁴ Fiscal year ending Nov. 30.

⁵ Includes 12,752 light deliveries.

⁶ Includes approximately 134,000 commercial vehicles under 3,000 lb.

NOTE—In the above tabulations Automotive Industries has endeavored to obtain the actual number of motor vehicles that had been in use during 1932. Duplications have been eliminated wherever possible. Tax exempt or official cars or trucks have been included.

WORLD REGISTRATIONS

by special arrangement with El Automovil Americano and The American Automobile (Overseas Edition)

NORTH AND SOUTH AMERICA*

COUNTRY	Motor Vehicles	Cars	Trucks	Buses	Motor-cycles
Alaska	2,944	2,081	862	....	4
Antigua	270	230	40	....	30
Argentina	329,400	251,765	77,635	....	....
Bahamas	1,025	800	225	....	....
Barbados	1,622	1,322	194	106	119
Bermuda	56	....	....	....	....
Bolivia	2,375	1,200	1,000	175	....
Brazil	163,200	112,000	51,200	....	....
British Guiana ..	1,068	865	45	158	200
British Honduras ..	241	163	78	....	....
Canada	1,103,089	946,846	154,578	1,665	9,265
Chile	34,000	....	....	....	....
Colombia	11,500	....	....	....	....
Costa Rica	1,788	1,357	334	97	129
Cuba	27,500	....	....	....	....
Dominica	35	....	....	....	....
Dominican Rep.	3,300	2,600	700	....	....
Dutch Guiana	200	....	....	....	90
Ecuador	2,312	1,407	190	715	87
French Guiana	100	....	....	....	....
Grenada	400	....	....	....	....
Gauadeloupe	1,300	....	....	....	150
Guatemala	3,115	....	....	....	57
Haiti	2,800	2,200	600	....	....
Honduras	1,370	985	385	....	....
Jamaica	7,800	6,000	1,800	....	550
Martinique	2,300	1,800	500	....	125
Mexico	88,930	61,960	20,687	6,283	852
Montserrat	50	....	....	....	....
Netherlands West Indies	2,002	1,349	653	....	150
Newfoundland	3,128	2,611	510	7	93
Nicaragua	1,000	....	....	....	....
Other W. Indies.	700	....	....	....	....
Panama	7,864	6,351	1,514	....	....
Paraguay	2,200	800	1,150	250	....
Peru	9,025	5,450	3,175	400	175
Puerto Rico	14,171	11,101	2,590	480	148
Salvador	1,825	1,480	217	128	65
St. Lucia	165	125	40	....	25
St. Kitts, Nevis.	260	170	90	....	20
St. Pierre & Miquelon	125	....	....	....	....
Trinidad & Tobago ..	6,900	5,000	1,900	....	750
United States	24,373,979	21,173,698	3,131,269	69,012	96,153
Uruguay	38,500	28,500	9,000	1,000	....
Venezuela	14,000	....	....	....	....
Virgin Islands	425	330	95	....	12
Total, 1932	26,270,359	22,632,546*	3,465,256*	80,476*	109,249*
Total, 1931 .....	....	....	....	....	....
less U. S.	1,896,380	1,458,848*	331,987*	11,464*	13,096
Total, 1931	28,007,873	24,159,795*	3,695,317*	93,755*	113,797*
Total, 1931, less U. S.	2,013,977	1,592,414*	345,338*	17,219*	19,660*

* Not complete for all territories.

AFRICA

COUNTRY	Motor Vehicles	Cars	Trucks	Buses	Motor-cycles
Algeria	52,550	43,750	6,800	2,000	3,200
Angola	2,250	....	....	....	....
Belgian Congo	5,870	2,911	2,959	....	2,089
British East Africa ..	25,036	17,245	7,791	....	5,430
British West Africa ..	13,268	4,846	8,422	....	2,600
Canary Islands	4,725	....	....	....	....
Egypt	27,230	23,254	2,756	1,220	2,427
Ethiopia	543	427	116	....	....
French West Africa ..	6,014	2,353	3,521	140	505
Liberia	92	52	40	....	9
Libya	1,002	480	522	....	....
Madagascar	3,881	2,815	1,075	....	1,925
Madeira	980	750	80	150	10
Mauritius	2,850	2,250	600	....	....
Morocco	25,660	17,997	7,563	....	1,729
Nyasaland Protectorate	1,255	736	519	....	866
Portuguese East Africa	2,180	1,255	925	....	431
Rhodesia	18,589	15,657	2,932	....	3,482
Seychelles Islands ..	15	....	....	....	....
Somaliland and Eritrea	1,450	816	634	....	....
Southwest Africa	2,344	1,568	776	....	97
Sudan	2,289	1,150	1,139	....	....
Tripolitania	1,020	456	521	43	172
Tunisia	12,258	10,525	1,535	198	1,714
Union of South Africa ..	156,463	138,809	17,654	....	30,436
Total 1932	369,814	*290,102	*68,880	*3,751	*57,122
Total 1931	370,880	*287,523	*72,682	*3,446	*66,830

*Not complete for all territories.

ASIA

COUNTRY	Motor Vehicles	Cars	Trucks	Buses	Motor-cycles
Arabia	1,340	....	....	....	....
British Malaya	30,064	23,960	5,674	1,617	4,176
Ceylon	19,650	14,600	2,200	2,850	....
China	35,000	23,000	12,000	....	....
Cyprus	1,560	....	....	....	....
French Indo-China ..	22,039	17,215	2,123	2,300	2,336
Hong Kong	3,136	2,305	656	175	410
India	108,355	76,930	31,405	....	15,000
Iraq	4,275	3,500	775	....	220
Japanese Empire	104,800	....	....	....	25,000
Netherlands East Indies	71,754	54,087	12,618	5,049	7,891
Palestine	3,336	2,007	631	728	476
Persia	8,168	4,300	3,868	....	....
Philippine Islands ..	44,700	27,500	17,200	....	380
Siam	7,600	4,045	3,000	555	400
Syria	12,717	9,755	2,962	....	695
Turkey	7,808	5,212	2,596	....	....
Total 1932	486,292	*268,416	*97,708	*13,274	*56,984
Total 1931	566,353	*389,711	*159,790	*16,862	*69,169

*Not complete for all territories.

EUROPE

COUNTRY	Motor Vehicles	Cars	Trucks	Buses	Motor-cycles
Albania	1,035	510	525	....	....
Austria	28,100	14,900	13,200	....	29,800
Azores	749	645	41	63	90
Belgium	150,000	95,000	55,000	....	45,000
Bulgaria	3,500	2,500	1,000	....	550
Czechoslovakia	85,500	54,000	26,500	5,000	40,000
Danzig Free State	2,355	1,560	750	45	2,055
Denmark	126,321	82,820	34,501	....	25,000
Estonia	3,063	1,711	1,156	196	736
Faroe Islands	82	....	....	....	....
Finland	31,800	21,000	9,400	1,400	5,200
France	1,710,955	1,273,088	437,867	....	488,147
Germany	659,532	485,828	152,420	11,274	819,178
Gibraltar	600	....	....	....	....
Great Britain	1,493,474	1,060,889	360,195	72,390	434,399
Greece	17,226	11,198	6,028	....	....
Holland	136,100	84,500	47,600	3,700	33,800
Hungary	16,880	12,750	4,130	....	10,950
Iceland	1,434	584	850	....	105
Irish Free State	49,223	40,100	8,287	836	5,668
Italy	301,533	214,975	77,457	9,101	98,471
Latvia	3,234	1,795	1,184	255	1,669
Lithuania	2,370	1,450	550	370	1,200
Luxembourg	9,947	6,691	3,139	107	2,776
Malta	2,857	2,042	250	565	322
Monaco	1,625	1,325	200	100	200
Northern Ireland	26,650	19,200	6,500	550	4,100
Norway	51,183	29,197	19,686	2,300	6,500
Poland	27,369	19,006	5,544	2,819	8,201
Portugal	30,850	20,750	10,100	....	....
Rumania	37,500	27,250	8,200	2,050	2,050
Spain	172,000	122,000	50,000	....	14,800
Sweden	151,500	106,300	45,200	....	55,000
Switzerland	90,100	69,750	19,800	550	47,300
U.S.S.R. (Russia)	60,324	15,212	42,914	2,198	5,692
Yugoslavia	11,733	7,703	3,147	883	3,436
Total 1932	5,498,704	*3,908,229	*1,453,321	*116,752	*2,192,395
Total 1931	5,586,320	*3,968,228	*1,460,711	*135,747	*2,243,267

*Not complete for all territories.

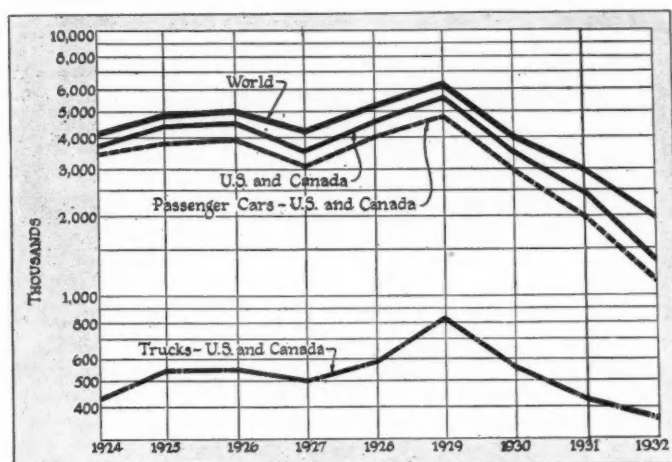
OCEANIA

COUNTRY	Motor Vehicles	Cars	Trucks	Buses	Motor-cycles
Australia	527,493	412,773	114,720	....	65,000
Fiji Islands	1,114	717	397	....	1,264
French Oceania	570	500	70	....	44
Hawaii	49,800	39,500	10,000	300	500
New Zealand	190,267	151,209	37,863	1,195	32,953
Other Oceania	650	....	....	....	....
Samoa	305	196	95	14	7
Total 1932	770,199	*604,895	*163,145	*1,509	*99,768
Total 1931	772,287	*602,786	*167,737	*1,254	*114,256

*Not complete for all territories.

PRODUCTION

World Production Trends



Canadian Production*

	Pass. Cars	Trucks	Total
1922	94,904	7,149	102,053
1923	129,228	17,210	146,438
1924	117,765	17,481	135,246
1925	135,573	26,397	161,970
1926	164,856	39,871	204,727
1927	146,827	32,227	179,054
1928	196,741	45,641	242,382
1929	207,498	55,797	263,295
1930	125,442	28,750	154,192
1931	65,093	17,528	82,621
1932	50,718	10,098	60,816

*Dominion Bureau of Statistics

European Production Totals

	Motor Vehicles
1924	334,500
1925	460,678
1926	529,343
1927	578,201
1928*	589,900
1929*	650,000
1930*	583,107
1931*	545,385
1932*	†536,515

These figures do not include American cars assembled in European plants.

*The American Automobile (Overseas Edition).
† Estimated.

1932 Production Summary

Passenger Cars:	
United States	1,134,422
Canada	50,718
Commercial Cars:	
United States	235,187
Canada	10,098
Buses, U. S.	804
Taxicabs, U. S.	1,119
Motorcycles, U. S.	6,864
Tires, U. S.	48,900,000
Aircraft, U. S.:	
Commercial	549
Military	593
U. S. foreign assemblies	50,158

Passenger Car Production by Leading Manufacturing Groups

	1927		1928		1929		1930		1931		1932	
	Production	% of Total	Production	% of Total	Production	% of Total	Production	% of Total	Production	% of Total	Production	% of Total
Ford	362,456	11.7	718,299	17.9	1,707,251	35.5	1,197,371	41.1	561,986	27.6	342,397	28.9
General Motors	1,353,350	43.9	1,552,790	38.6	1,550,380	32.4	997,280	34.3	895,210	44.0	445,137	37.5
All others	1,367,554	44.4	1,741,069	43.5	1,736,267	32.1	715,536	24.6	580,987	28.4	398,725	33.6
Total	3,083,360	100.0	4,012,158	100.0	4,794,898	100.0	2,910,187	100.0	2,038,183	100.0	1,186,259	100.0

Motor Vehicle Production—U. S. and Canada

Year	Passenger Cars		Trucks	Cars and Trucks	
	Units*	Value**		Units	Value**
1912	356,000	\$335,000,000	22,000	378,000	\$378,000,000
1913	461,500	399,902,000	23,500	485,000	443,902,000
1914	543,679	413,859,000	25,375	569,054	458,957,843
1915	895,930	575,978,000	74,000	969,930	701,778,000
1916	1,525,578	921,378,000	92,130	1,617,708	1,082,378,000
1917	1,745,792	1,053,505,781	128,157	1,873,949	1,274,488,449
1918	943,436	801,937,925	227,250	1,170,686	1,236,106,917
1919	1,657,652	1,461,785,925	275,943	1,933,595	1,885,112,546
1920	1,905,560	1,809,170,963	321,789	2,227,349	2,232,420,373
1921	1,518,061	1,091,752,452	164,304	1,682,365	1,261,666,550
1922	2,369,089	1,561,740,645	277,140	2,646,229	1,793,022,708
1923	3,753,945	2,274,554,488	426,505	4,180,450	2,592,033,428
1924	3,303,646	2,040,706,519	434,140	3,737,786	2,367,413,015
1925	3,870,744	2,544,528,799	557,056	4,427,800	3,015,163,562
1926	3,948,843	2,746,064,722	556,818	4,505,661	3,214,817,491
1927	3,083,360	2,265,633,102	497,020	3,580,380	2,700,705,743
1928	4,012,158	2,703,753,500	588,983	4,601,141	3,162,798,880
1929	4,794,898	2,981,141,842	826,811	5,621,709	3,576,645,881
1930	2,910,187	1,720,652,104	599,991	3,510,178	2,126,602,019
1931	2,038,183	1,153,907,947	434,176	2,472,359	1,426,656,252
1932	1,186,259	646,500,000	245,285	1,431,544	784,500,000

* Includes Taxicabs. ** Wholesale Value.

Estimated Number of U. S. Passenger Cars Scrapped

1923...	911,000	1928...	2,315,000
1924...	1,185,000	1929...	2,435,000
1925...	1,569,000	1930...	2,465,000
1926...	1,688,000	1931...	2,456,000
1927...	1,930,000	1932...	*2,456,000

* Unadjusted.

Total Value of Production of Motor Vehicle Bodies and Parts Plants*

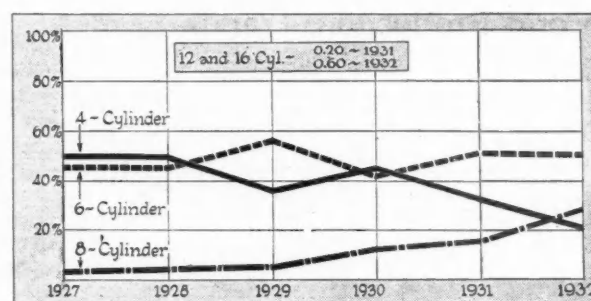
1925.....	\$1,523,279,923
1927.....	1,151,426,365
1929.....	1,393,907,554
1931.....	†865,652,968

* Census of manufacturers.
† Figures for 1931 represent production; 1929 figures refer to factory sales.

Factories Junk 180,000 Cars—1932

Total passenger cars scrapped or out of service.....	2,456,000	100.0%
Eliminated through factory supervision	179,181	7.4%
Eliminated through other means	2,276,819	92.6%

Division of Passenger Car Production By Number of Engine Cylinders



	Per Cent Fours	Per Cent Sixes	Per Cent Eights	Per Cent Twelves	Per Cent Sixteens
1926	64.0	34.0	2.0	....	....
1927	49.7	47.1	3.2	....	....
1928	48.6	47.0	4.4	....	....
1929	37.5	57.0	5.5	....	....
1930	44.4	43.3	12.1	*.20	....
1931	33.2	51.8	14.8	.17	.03
1932	20.7	50.5	28.2	.52	.08

* Including sixteens.

Truck Production by Capacities—United States and Canada (Based on N.A.C.C. Data)

Truck Tonnage	1928		1929		1930		1931		1932	
	Number	%	Number	%	Number	%	Number	%	Number	%
¾ ton or less	95,232	16.2	141,859	17.1	144,869	24.0	109,220	25.2	59,101	24.1
1 ton and less than 1½	313,270	53.2	78,786	9.5	31,028	5.2	4,899	1.1	1,387	0.6
1½ ton and less than 2	112,171	19.0	523,691	63.4	370,541	61.7	289,418	66.6	165,713	67.6
2 ton and less than 2½	30,456	5.2	28,416	3.4	16,477	2.7	8,516	2.0	7,575	3.1
2½ ton and less than 3½	21,813	3.7	33,530	4.1	22,887	3.8	11,516	2.7	6,019	2.5
3½ ton and less than 5	4,746	0.8	8,643	1.0	6,412	1.0	4,532	1.0	2,359	0.9
5 ton	2,219	0.4	2,384	0.3	1,094	0.2	906	0.2	1,301	0.5
Over 5 ton and special types	9,076	1.5	9,508	1.2	6,683	1.4	5,169	1.2	1,830	0.7
Total	588,983	100.0	826,817	100.0	599,991	100.0	434,176	100.0	245,285	100.0

World Car and Truck Production*

	1932 †			1931			1930		
	Cars	Trucks	Total	Cars†	Trucks†	Total	Cars	Trucks	Total
Austria .....	....	....	3,000	3,200	1,700	4,900	6,000	3,000	9,000
Belgium .....	....	....	3,000	3,800	780	4,580	....	....	7,500
Czechoslovakia .....	....	....	14,000	15,150	2,700	17,850	13,000	7,000	20,000
Denmark (estimated) .....	....	....	....	....	....	150	....	....	200
France .....	....	....	175,000	150,000	25,000	175,000	181,260	41,119	222,379
Germany	44,000	6,500	50,500	55,000	9,500	64,500	54,000	12,500	66,500
Great Britain	160,000	70,000	230,000	160,000	65,000	225,000	150,000	50,000	200,000
Hungary .....	....	....	....	....	....	....	200	100	300
Italy .....	....	....	30,000	....	....	31,000	34,150	9,500	43,650
Poland .....	....	....	125	....	....	....	....	....	600
Spain .....	....	....	450	....	....	....	....	....	400
Sweden .....	....	....	2,800	700	1,675	2,375	800	1,600	2,400
Switzerland .....	....	....	440	150	980	1,130	200	1,100	1,300
U.S.S. Russia (mostly trucks) .....	....	....	26,700	....	....	23,400	....	....	5,878
United States and Canada ...	1,186,259	245,285	1,431,544	2,038,183	434,168	2,472,351	2,939,791	569,271	3,509,061
Miscellaneous .....	....	....	500	....	....	1,500	....	....	1,000
World Total	1,390,259	321,785	1,968,059	2,426,183	541,603	3,023,736	3,379,401	695,190	4,090,169

*The American Automobile (Overseas Edition) and El Automovil Americano.
†Estimated.

Per Cent of Car Production by Types

	(U. S. and Canada)				
	1928	1929	1930	1931	1932
Roadsters	5.5	6.7	6.9	5.45	2.83
Touring cars	5.7	3.7	2.7	1.63	.39
Coupes	19.4	20.7	24.1	24.76	22.87
Other closed cars	66.3	67.1	65.3	67.43	73.42
Chassis	3.1	1.8	1.0	.73	.49

Tire Production by Types

	1930	1931	1932
Balloon casings	42,300,000	41,800,000	35,200,000
High-pressure casings	8,625,000	6,925,000	4,915,000
Total casings	50,925,000	48,725,000	40,115,000
Balloon inner tubes	41,300,000	39,200,000	31,200,000
High-pressure inner tubes	11,060,000	9,150,000	5,640,000
Total inner tubes	52,360,000	48,350,000	36,840,000
Solids and cushions	255,000	170,000	121,000

Total Value of Production of Motor Vehicle Industry*

1923	\$3,163,327,874
1925	3,198,122,633
1927	2,848,442,843
1929	3,722,793,274
1931	†1,580,000,000

* Census of manufacturers.

† Figures for 1931 represent production; 1929 figures refer to factory sales.

Percentage of Passenger Car Production
(By Retail Price Classes)

	(United States and Canada)			
	Under \$1,000	\$1,000 to \$2,000	\$2,000 to \$3,000	\$3,000 and Over
1921	69.0	23.3	5.4	2.3
1922	74.0	21.8	2.5	1.7
1923	81.6	16.4	1.2	0.8
1924	73.8	21.4	3.5	1.3
1925	69.4	25.9	3.7	1.0
1926	70.5	24.7	4.0	0.8
1927	64.8	29.6	4.6	1.0
1928	72.8	22.9	3.4	0.9
1929	81.5	15.3	2.7	0.5
1930	83.7	13.0	2.5	0.8
1931	85.5	11.9	2.0	0.6
1932	88.9	9.4	1.0	0.7

Passenger Car Production by Retail Price Classes

(U. S. and Canada)

With Number of Open and Closed Body Types

	Under \$1,000			\$1,000 to \$2,000			\$2,000 to \$3,000			\$3,000 and Over			Total		
Year	Total	Open	Closed	Total	Open	Closed	Total	Open	Closed	Total	Open	Closed	Total	Open	Closed
1921	1,047,462	822,843	224,619	353,708	288,372	65,336	81,976	51,809	30,167	34,915	19,552	15,363	1,518,061	1,182,576	335,485
1922	1,753,126	1,322,357	430,769	516,461	312,165	204,296	59,228	11,709	47,519	40,274	8,678	31,596	2,369,089	1,654,909	714,180
1923	3,063,181	2,071,339	991,842	615,647	395,545	220,102	45,086	7,838	37,248	30,031	2,913	27,118	3,753,945	2,477,635	1,276,310
1924	2,435,303	1,545,197	890,106	707,233	318,387	388,846	117,517	14,293	103,224	43,593	5,403	38,190	3,203,646	1,883,280	1,420,366
1925	2,680,228	1,491,766	1,188,462	1,008,224	174,438	833,786	143,599	12,008	131,591	38,693	5,894	32,799	3,870,744	1,684,106	2,186,638
1926	2,783,076	978,760	1,804,316	977,183	109,843	867,340	156,814	12,423	144,391	31,770	4,479	27,291	3,948,843	1,105,505	2,843,338
1927	1,997,203	375,738	1,621,465	913,565	77,073	836,492	140,963	10,075	130,388	31,629	3,352	28,277	3,083,360	466,238	2,617,122
1928	2,920,928	385,381	2,535,547	918,569	62,198	856,371	137,391	10,037	127,354	35,270	2,512	32,758	4,012,158	460,128	3,552,030
1929	3,902,530	477,302	3,425,228	735,175	22,055	713,120	130,870	9,815	131,055	26,323	1,237	25,086	4,794,898	510,409	4,284,489
1930	2,435,809	257,338	2,178,470	382,921	19,912	363,009	66,542	3,513	63,029	24,916	1,966	22,950	2,910,187	282,729	2,627,458
1931	1,742,223	93,837	1,648,386	243,641	7,407	236,234	39,960	1,195	38,765	12,359	1,229	11,130	2,038,183	103,668	1,934,515
1932	1,055,206	40,591	1,014,615	111,143	1,997	109,146	11,677	477	11,200	8,233	397	7,836	1,186,259	43,462	1,142,797

Raw Materials Used in Automobile Industry, 1932

	Production of Finished Rolled Steel, Tons*	Amount Used in Automobile Industry, Tons*	Per Cent Used in Automobile Industry, Per Cent
Carbon steel...	9,600,000	1,600,000	16.7
Strips	74,000	40,000	53.1
Sheets	1,770,000	600,000	33.9
Bars	1,200,000	550,000	45.8
Alloy steel.....	550,000	420,000	76.4
Strips	1,000	500	50.0
Sheets	5,000	100	2.0
Bars	450,000	350,000	77.8
Rubber (long tons)			
Total consumption of crude rubber.....			293,437
Consumption by automobile industry.....			243,128
Per cent used by automobile industry.....			82.9
Plate glass (square feet)			
Total production of plate glass.....			55,000,000
Consumption by automobile industry.....			29,200,000
Per cent used by automobile industry.....			53.0
Lead (tons)			
Total consumption (new lead and scrap metal)			405,000
Consumption by automobile industry.....			142,000
Per cent used by automobile industry.....			35.1
Aluminum (tons)†			
Total consumption of aluminum.....			40,000
Consumption by automobile industry.....			12,000
Per cent used by automobile industry.....			30.0
Tin (tons)†			
Total consumption of tin.....			40,000
Consumption by automobile industry.....			5,000
Per cent used by automobile industry.....			12.5
Copper (tons)			
Total consumption of copper.....			360,000
Consumption by automobile industry.....			40,000
Per cent used in automobile industry.....			11.1
Zinc (tons)			
Total production of slab zinc.....			218,384
Consumption by automobile industry.....			15,000
Per cent used by automobile industry.....			6.9
Lumber—Hardwood (board feet)			
Total cut.....			1,750,000,000
Consumption by automobile industry.....			222,910,000
Per cent used by automobile industry.....			12.7
Lumber—Softwood (board feet)			
Total cut.....			9,250,000,000
Consumption by automobile industry.....			32,383,000
Per cent used by automobile industry.....			3.5

*Data from IRON AGE.

†American Bureau of Metal Statistics.

U. S. Airplane Production*

	Units	Military Value	Unit Value	Units	Commercial Value	Unit Value
1925	447	\$5,174,025	\$11,575	268	\$1,499,634	\$5,595
1926	532	6,154,708	11,569	604	2,716,319	4,497
1927	621	7,528,383	12,123	1,565	6,976,616	4,457
1928	1,219	19,066,379	15,641	3,542	17,194,298	4,854
1929	677	10,832,544	16,221	5,357	33,624,756	6,276
1930	747	10,723,720	14,355	1,937	10,746,042	5,547
1931	812	12,971,625	15,974	1,582	6,655,738	4,207
1932	593	10,389,316	17,520	549	2,337,899	4,258

* Aeronautical Chamber of Commerce of America, Inc., The Aircraft Yearbook for 1933.

U. S. Airplane Engine Production*

	Units	Military Value	Unit Value	Units	Commercial Value	Unit Value
1926	842	\$4,080,571	\$4,846	.....	.....	.....
1927	1,397	6,550,533	4,689	.....	.....	.....
1928	2,620	12,407,920	4,735	632	\$979,600	\$1,550
1929	1,861	8,600,530	4,621	5,517	17,895,300	3,243
1930	1,841	10,823,423	5,879	1,925	6,255,493	3,249
1931	1,800	10,417,718	5,788	1,976	4,192,600	2,122
1932	1,085	6,370,678	5,871	815	2,898,371	3,556

* Aeronautical Chamber of Commerce of America, Inc., The Aircraft Yearbook for 1933.

United States Production and Sales of Airplanes by Types, 1932*

TYPE	PRODUCTION				SALES			
	Total	Per Cent of Total	Net Sales Value	Per Cent of Total	Total	Per Cent of Total	Net Sales Value	Per Cent of Total
Open Cockpit Biplane								
1 place	7	1.28	\$65,735	2.81	10	1.34	\$86,235	3.06
2 places	74	13.48	231,707	9.93	141	18.84	334,047	11.90
3 places	86	15.68	308,487	13.19	125	16.70	321,971	11.47
Over 3 places.....	8	1.46	22,285	0.95	6	0.80	16,024	0.57
Total	175	31.90	\$628,214	26.88	282	37.68	\$758,277	27.00
Cabin—Single-Engined Biplane.....	52	9.48	243,270	10.41	50	6.68	232,954	8.38
Cabin—Multi-Engined Biplane.....	...	...	.....	...	2	0.27	82,500	2.93
Total Biplanes.....	227	41.38	\$871,484	37.29	334	44.63	\$1,073,731	38.31
Open Cockpit Monoplanes								
1 place	16	2.91	\$15,003	0.64	11	1.47	\$11,152	0.40
2 places	110	20.00	163,024	6.97	120	16.09	154,342	5.48
3 places .....	...	...	.....	...	...	...	.....	...
Over 3 places.....	...	...	.....	...	...	...	.....	...
Total	126	22.91	\$178,027	7.61	131	17.56	\$165,494	5.88
Cabin—Single-Engined Monoplane								
1 place .....	...	...	.....	...	...	...	.....	...
2 places	50	9.11	\$107,000	4.57	46	6.15	\$92,548	3.28
3 places	3	0.55	6,490	0.28	46	6.15	49,720	1.76
4 places	48	8.75	136,510	5.84	66	8.81	144,510	5.14
5 places .....	...	...	.....	...	2	0.27	4,200	0.15
6 places	11	2.00	144,160	6.18	25	3.35	178,565	6.36
7 places	3	0.55	9,000	0.38	4	0.53	24,000	0.86
8 places and up.....	20	3.65	360,159	15.41	23	3.08	395,862	14.08
Total	135	24.61	\$763,319	32.66	212	28.34	\$889,405	31.63
Cabin—Multi-Engined Biplane.....	8	1.46	178,152	7.62	8	1.06	167,749	5.97
Total Monoplanes.....	269	48.98	\$1,119,498	47.89	351	46.96	\$1,222,648	43.48
Seaplanes	2	0.36	19,100	0.82	2	0.27	19,100	0.68
Amphibians	12	2.18	97,307	4.16	27	3.60	292,456	10.41
Autogiros	39	7.10	230,510	9.84	34	4.54	199,840	7.12
Total	53	9.64	\$346,917	14.82	63	8.41	\$511,396	18.21
Total—Commercial	549	100.00	\$2,337,899	100.00	748	100.00	\$2,807,775	100.00
Total Military.....	593	...	10,389,316	...	618	...	10,791,343	...
Grand Total.....	1,142	...	\$12,727,215	...	1,366	...	\$13,599,118	...

*Aeronautical Chamber of Commerce of America, Inc., The Aircraft Yearbook for 1933.

AUTOMOTIVE MARKETING DATA

New-Car Domestic Sales by Makes

Make	NEW CAR SALES (Approx.)				PER CENT OF TOTAL				RANK			
	1929	1930	1931	1932	1929	1930	1931	1932	1929	1930	1931	1932
Auburn	19,300	13,370	31,130	11,980	.49	.50	1.62	1.09	..	..	..	..
Auburn	18,500	11,460	29,710	11,645	.47	.43	1.55	1.06	23	23	13	16
Cord	800	1,910	1,420	335	.02	.07	.07	.03	31	30	30	30
Austin .....	....	4,430	2,960	*	..	.17	.15	..	..	28	29	..
Chrysler Motors	356,900	228,390	229,830	191,125	8.87	8.53	11.98	17.46	..	..	..	..
Chrysler	87,500	61,940	52,970	26,010	2.18	2.32	2.76	2.39	12	8	7	8
DeSoto	61,700	35,870	28,600	25,305	1.54	1.34	1.49	2.31	16	13	14	9
Dodge	119,800	65,190	53,410	28,055	2.96	2.43	2.79	2.56	7	6	6	7
Plymouth	87,900	65,390	94,850	111,755	2.19	2.44	4.94	10.20	11	5	3	3
DeVaux .....	....	....	4,840	1,355	..	..	.25	.12	..	..	25	28
Durant	49,400	21,800	7,270	1,135	1.23	.82	.33	.10	17	18	21	29
Ford Motor Co.	1,362,400	1,077,460	535,240	262,015	33.92	40.34	27.88	23.88	..	..	..	..
Ford	1,356,000	1,073,030	531,750	258,840	33.76	40.17	27.70	23.64	1	1	2	2
Lincoln	6,400	4,430	3,490	3,175	.16	.17	.18	.24	29	27	28	24
Franklin	11,100	7,610	3,900	1,830	.29	.28	.20	.17	26	25	27	26
General Motors	1,315,700	920,810	830,390	454,550	32.79	34.48	43.28	41.54	..	..	..	..
Buick	178,300	124,740	91,420	49,700	4.45	4.67	4.76	4.54	5	3	4	4
Cadillac	15,500	12,280	11,200	6,270	.38	.46	.58	.57	25	21	19	20
LaSalle	21,000	11,450	6,920	3,850	.52	.43	.36	.35	22	24	22	22
Chevrolet	807,300	629,400	586,930	322,690	20.12	23.56	30.60	29.50	2	2	1	1
Pontiac	196,800	81,570	86,650	24,120	4.89	3.43	4.52	2.20	4	4	5	11
Oldsmobile	96,800	51,370	47,270	47,920	2.43	1.93	2.46	4.38	9	12	8	5
Graham	62,600	30,650	19,320	12,855	1.57	1.15	1.01	1.17	15	15	15	15
Hudson Motors	262,900	95,390	62,100	37,420	6.52	3.57	3.23	3.42	..	..	..	..
Essex	198,000	64,410	42,800	28,780	4.91	2.41	2.23	2.63	3	7	11	6
Hudson	64,900	30,980	19,300	8,640	1.61	1.16	1.00	.79	14	14	16	19
Hupmobile	45,900	24,720	17,530	10,790	1.14	.93	.91	.98	19	17	17	18
Marmon	22,300	12,580	5,720	1,365	.58	.47	.29	.12	21	20	24	27
Nash	108,800	51,950	39,600	20,230	2.72	1.95	2.06	1.85	8	11	12	13
Packard	46,200	28,800	16,350	11,055	1.15	1.08	.85	1.00	18	16	18	17
Peerless	8,600	4,090	1,260	*	.21	.15	.07	..	28	29	31	..
Reo	17,900	11,640	6,800	3,870	.44	.44	.35	.35	24	22	23	21
Studebaker Corp.	94,400	64,400	51,360	44,640	2.35	2.41	2.68	4.05	10	..	..	..
Pierce-Arrow	8,700	6,910	4,550	2,690	.21	.26	.24	.25	27	26	26	25
Rockne .....	....	....	....	16,955	..	..	..	1.54	..	..	..	14
Studebaker	85,700	57,490	46,810	24,995	2.14	2.15	2.44	2.26	13	9	9	10
Stutz	3,100	830	420	*	.07	.03	.02	..	30	31	32	..
Willys-Overland	206,700	66,890	51,650	25,895	5.14	2.52	2.69	2.36	..	..	..	..
Willys-Whippet ...	168,000	52,570	43,190	22,480	4.18	1.98	2.25	2.05	6	10	10	12
Willys-Knight	38,700	14,320	8,460	3,415	.96	.54	.44	.31	20	19	20	23
All Others	21,100	4,780	1,890	3,735	.52	.18	.10	.34	..	..	..	..
Total	4,015,300	2,670,590	1,919,560	1,095,845	100.00	100.00	100.00	100.00				
Total (except Ford and General Motors) ...	1,343,600	1,993,840	557,420	382,455	33.45	25.35	29.02	34.82				

* Included with All Others.

Sales Outlets and Passenger Car Sales by States

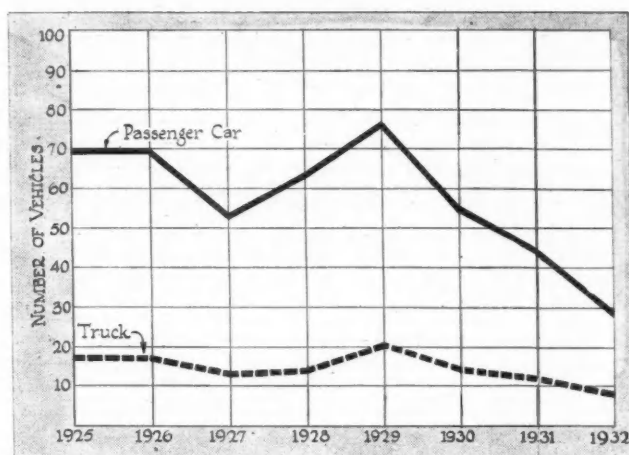
State	New Passenger Car Sales	Wholesale Outlets		RETAIL OUTLETS								
		Number of Wholesalers*	Motor Vehicles per Wholesaler	Total Passenger Car Dealers*	Total Truck Dealers*	Exclusive Truck Dealers*	Car and Truck Dealers*	Independent Repair Shops*	All Retail Outlets (Duplications Eliminated)*	Truck Fleet Owners (Five or more Vehicles)*	Motor Vehicles per Car and Truck Dealer	Passenger Car Sales per Pass. Car Dealer
Alabama	8,375	57	3,990	320	248	9	329	585	952	188	690	26
Arizona	2,529	26	3,651	146	87	4	150	229	389	101	634	17
Arkansas	7,094	38	4,440	340	281	10	350	592	932	163	482	21
California	70,721	456	4,380	1,690	1,160	97	1,787	5,396	7,851	2,263	1,120	42
Colorado	10,252	62	4,600	425	257	9	434	698	1,138	258	659	24
Connecticut	17,578	94	3,790	524	269	20	544	700	1,329	646	655	34
Delaware	3,182	11	4,820	66	36	4	70	68	153	84	756	48
Dist. of Col.	13,257	25	7,034	61	32	6	67	102	217	196	2,630	217
Florida	13,936	98	2,955	413	243	7	420	787	1,239	348	680	34
Georgia	14,153	66	4,350	483	372	13	496	719	1,244	275	579	29
Idaho	2,109	27	3,760	241	147	15	256	241	490	48	397	9
Illinois	62,164	309	4,830	2,321	1,207	83	2,404	3,515	6,112	2,252	623	27
Indiana	29,202	159	5,000	1,204	615	50	1,254	2,029	3,209	721	633	18
Iowa	18,971	129	5,300	1,441	979	35	1,476	1,717	3,286	369	464	13
Kansas	14,789	107	4,770	1,087	762	46	1,133	1,336	2,535	313	450	14
Kentucky	14,092	63	4,700	589	407	17	606	799	1,456	233	488	24
Louisiana	10,627	58	4,185	315	237	9	324	493	847	265	750	34
Maine	7,908	39	4,360	374	193	10	384	504	896	138	443	21
Maryland	18,097	58	5,530	408	218	22	430	460	964	500	747	44
Massachusetts	50,804	213	3,765	1,039	453	27	1,066	1,350	2,768	1,304	754	49
Michigan	60,186	186	6,100	1,649	1,042	39	1,688	2,573	4,353	1,318	673	36
Minnesota	24,626	92	7,430	1,458	1,056	26	1,484	1,795	3,367	389	460	17
Mississippi	5,892	37	4,460	340	282	7	347	389	784	78	476	17
Missouri	39,018	159	4,550	1,110	695	33	1,143	1,957	3,213	609	632	35
Montana	4,099	37	2,950	340	233	13	353	430	798	88	309	12
Nebraska	11,260	70	5,380	963	696	25	988	830	1,870	236	380	12
Nevada	1,326	5	6,400	104	73	1	105	74	191	37	305	13
New Hampshire	5,467	27	3,930	237	129	9	246	313	554	83	432	23
New Jersey	48,339	171	5,075	1,074	561	66	1,140	2,034	3,497	1,401	761	45
New Mexico	2,334	11	3,290	125	90	3	128	187	319	31	600	19
New York	148,322	588	3,870	2,909	1,604	134	3,043	5,512	9,066	3,630	749	51
North Carolina	15,280	73	5,340	510	393	19	529	930	1,452	271	738	30
North Dakota	3,959	19	8,100	567	436	26	593	503	1,119	33	260	7
Ohio	64,961	355	4,510	2,223	1,288	83	2,306	3,299	6,020	1,620	696	29
Oklahoma	17,027	85	5,110	658	493	20	678	950	1,719	285	640	26
Oregon	6,491	84	3,120	401	257	9	410	1,001	1,487	242	639	16
Pennsylvania	95,340	393	4,240	3,068	1,564	131	3,199	3,476	7,079	2,423	521	31
Rhode Island	7,958	37	3,630	177	90	7	184	310	541	223	730	45
South Carolina	6,811	39	4,600	259	199	5	264	455	732	145	680	26
South Dakota	4,001	24	6,720	426	311	27	453	588	1,066	39	356	9
Tennessee	11,696	68	4,370	367	290	11	378	766	1,133	279	785	32
Texas	44,594	234	5,125	1,496	1,134	39	1,535	3,252	4,624	741	783	30
Utah	2,729	31	3,220	171	104	4	175	277	475	128	571	16
Vermont	4,062	20	3,880	187	130	6	193	328	540	36	402	22
Virginia	20,813	68	5,520	667	476	30	697	1,085	1,824	292	538	31
Washington	11,471	131	2,450	611	381	27	638	1,636	2,376	437	708	19
West Virginia	10,166	67	3,360	509	334	24	533	677	1,265	260	422	20
Wisconsin	25,410	122	5,740	1,732	1,087	44	1,776	1,437	3,289	464	394	15
Wyoming	2,367	9	6,290	178	115	6	184	163	353	35	308	13
U. S. Total	1,095,845	5,337	4,570	38,003	23,746	1,867	39,370	59,547	103,113	26,518	620	29

* Chilton Trade List

February 25, 1933

Automotive Industries

New Motor Vehicle Sales Per Dealer



	Passenger Cars		Trucks	
	Units per Dealer	Average Volume per Dealer	Units per Dealer	Average Volume per Dealer
1924	37	\$30,488	13	\$13,000
1925	69	60,375	17	19,091
1926	69	63,825	17	19,074
1927	53	51,993	12	14,016
1928	63	56,637	14	14,574
1929	75	62,250	20	19,220
1930	55	43,340	14	12,656
1931	45	34,425	12	10,056
1932	29	20,880	8	6,208

New and Used Car Financing Data

Statistics on automobile financing, based on data reported to the Bureau of the Census by *313 automobile financing organizations, are presented in the table below. The figures include complete revisions to date.

YEAR	Wholesale Financing Volume in Dollars	RETAIL FINANCING								
		TOTAL			NEW CARS			USED CARS		
		Number of Cars	Volume and Average	Per Car	Number of Cars	Volume and Average	Per Car	Number of Cars	Volume and Average	Per Car
			Total Amount			Total Amount			Total Amount	
1930.....	\$660,978,901	2,933,973	\$1,201,341,267	\$409	1,287,706	\$730,417,562	\$567	1,558,932	\$435,989,399	\$280
1931.....	554,440,655	2,448,245	950,301,958	388	1,006,875	558,158,290	554	1,370,655	366,774,095	268
1932.....	330,267,440	1,521,920	535,594,706	352	537,955	293,780,083	546	938,287	226,574,726	241

* Of the 365 establishments reporting in 1930 and 1931, 52 have discontinued business.

Scheduled Transport Operations of American Air Lines*

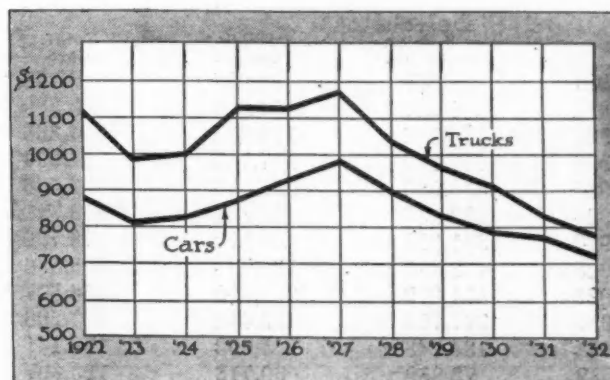
	1927	1928	1929	1930	1931	1932
Planes	144	294	619	637	753	655
Passengers	12,594	52,934	165,263	385,910	457,753	504,575
Air mail	1,101,404	3,000,518	7,096,930	†8,513,675	†9,351,195	7,658,332
Express	12,495	35,376	197,538	286,798	885,164	1,324,428
Scheduled miles flown	3,922,304	10,472,024	20,242,891	28,833,967	43,395,478	48,344,358
Employees	840	1,740	4,430	6,350	7,000	6,500
Number of operators	24	32	27	35	42	33

* Aircraft Year Books, Aeronautical Chamber of Commerce of America, Inc.

† Includes lines to South America.

Average Retail Price of Passenger Cars and Trucks

	Passenger Cars	Trucks
1921	\$958	\$1,385
1922	878	1,112
1923	808	991
1924	824	1,000
1925	875	1,123
1926	925	1,122
1927	981	1,168
1928	899	1,041
1929	830	961
1930	788	904
1931	765	838
1932	720	776



EXPORTS—

Aircraft Exports*

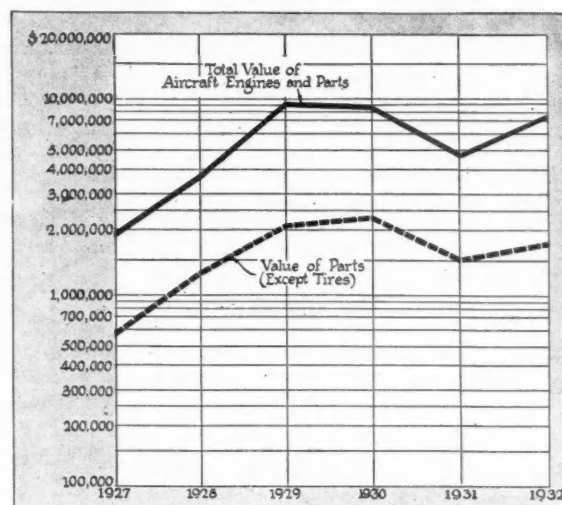
	1930	1931	1932
Number of engines	376	318	2,179
Number of aircraft	321	140	280
Value of aircraft, engines and parts	\$8,806,205	\$4,809,440	\$7,557,197
Value of parts (except engines and tires)	\$2,351,651	\$1,521,828	\$1,756,421

* Aeronautics Branch, Department of Commerce.

Total Foreign Consumption of Motor Vehicles of U. S. Design

	U. S. Exports Inc. For Assem.	Canadian Production	Total Foreign Consumption
1914	25,765	20,000	45,765
1915	63,958	30,000	93,958
1916	80,843	52,000	132,843
1917	80,235	93,810	174,045
1918	47,244	82,408	129,652
1919	82,730	87,835	170,565
1920	177,111	94,144	271,255
1921	63,619	66,246	129,865
1922	130,899	102,053	232,952
1923	235,183	146,438	381,621
1924	293,149	135,246	428,395
1925	428,687	161,970	590,657
1926	393,444	204,727	598,171
1927	469,468	179,054	648,522
1928	582,764	242,382	825,146
1929	734,211	263,295	997,506
1930	405,715	154,192	559,907
1932	120,239	60,816	181,055

Export Value of Aircraft Engines and Parts



Imports of Motor Vehicles Into United States

	No.	Value
1918	105	\$75,136
1919	117	123,025
1920	926	1,026,518
1921	522	876,163
1922	483	802,285
1923	853	884,125
1924	604	841,524
1925	678	1,079,560
1926	813	1,352,984
1927	635	1,218,938
1928	566	1,201,323
1929	750	1,190,140
1930	709	875,146
1931	736	769,033
1932	540	251,206

Ratio of U. S. Foreign Sales to American Production

	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932
Passenger cars	8.1	10.1	11.6	11.4	15.5	15.3	13.7	12.8	9.8	10.3
Trucks	18.1	21.5	24.9	25.8	34.1	35.5	40.9	31.0	28.8	23.2
Total	9.1	11.4	13.3	13.2	18.1	17.9	17.7	15.9	13.1	12.5

Foreign Sales of American Motor Vehicles

Passenger Cars			Trucks			Total Motor Vehicles
U. S. Exports Inc. Foreign Assemblies	Canadian Output	Total Cars	U. S. Export Inc. Foreign Assemblies	Canadian Output	Total Trucks	
1921	51,050	61,098	12,569	5,148	17,717	129,865
1922	108,426	94,904	22,473	7,149	29,622	232,952
1923	175,158	129,228	60,025	17,210	77,235	381,621
1924	217,169	117,765	75,980	17,481	93,461	428,395
1925	316,093	135,573	112,594	26,397	138,991	590,657
1926	289,135	164,856	104,309	39,871	144,180	598,171
1927	331,959	146,827	137,509	32,227	169,736	648,522
1928	418,845	196,741	163,919	45,641	209,560	825,146
1929	451,079	207,498	283,132	55,797	338,929	997,506
1930	247,764	125,442	157,951	28,750	186,701	559,907
1931	134,048	65,093	107,509	17,528	125,037	324,178
1932	72,889	50,718	47,350	10,098	57,448	181,055

AMERICAN PASSENGER CAR EXPORTS*

COUNTRIES	Not over \$850		Over \$850, not Over \$1200		Over \$1200, not over \$2000		Over \$2000		Total 1932 Passenger Cars		Total 1931 Passenger Cars	
	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars
Europe.....	14,068	\$6,846,866	1,349	\$1,307,258	516	\$668,590	373	\$966,810	16,306	\$9,789,524	33,369	\$20,735,590
North America.....	3,306	1,686,698	518	467,179	172	238,774	81	248,038	4,077	2,642,689	11,103	7,968,770
South America.....	3,621	1,579,821	161	155,917	60	85,591	45	122,637	3,887	1,943,966	8,926	5,051,414
Asia.....	7,157	3,587,421	885	850,249	392	518,114	75	176,676	8,509	5,132,460	15,567	8,884,736
Oceania.....	2,687	757,326	38	33,755	14	17,804	2	6,475	2,741	815,360	1,340	439,993
Africa.....	4,695	2,518,583	348	328,618	84	109,508	10	23,824	5,137	2,980,533	10,125	6,072,909
TOTAL.....	35,534	16,976,715	3,299	3,142,976	1,238	1,638,381	586	1,544,460	40,657	23,304,532	80,430	49,153,412
Hawaii.....	2,397	1,387,905	157	152,566	28	37,854	13	31,722	2,595	1,610,047	4,534	2,872,529
Porto Rico.....	905	440,221	91	90,380	25	35,487	9	21,380	1,030	587,468	1,473	825,374
Alaska.....									190	130,871	254	196,358
GRAND TOTAL...	38,836	\$18,806,841	3,547	\$3,385,922	1,291	\$1,711,722	608	\$1,597,562	44,472	\$25,632,918	86,691	\$53,047,673

AMERICAN TRUCK EXPORTS*

COUNTRIES	Under 1 Ton		1 Ton and not over 1½ Tons		Over 1½ Tons and not over 2½ Tons		Over 2½ Tons		Bus Chassis		Total 1932 Trucks and Buses		Total 1931 Trucks and Buses	
	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars
Europe.....	1,024	\$235,624	6,093	\$2,093,951	1,045	\$740,080	223	\$332,741	5	\$13,706	8,390	\$3,416,102	24,151	\$11,942,349
North America.....	95	44,548	1,364	724,055	239	233,983	77	137,748	12	47,710	1,787	1,188,044	4,041	3,548,488
South America.....	148	54,541	3,109	1,392,778	106	123,826	34	89,439			3,397	1,660,584	3,801	2,032,566
Asia.....	565	155,732	7,667	3,095,861	517	511,145	370	682,220	1	3,880	9,120	4,448,838	12,165	5,589,069
Oceania.....	48	10,895	458	178,939	27	16,349	31	21,469			564	227,652	320	178,366
Africa.....	346	102,775	1,056	440,940	152	117,774	23	38,168			1,577	699,657	3,449	1,687,036
TOTAL.....	2,226	604,115	19,747	7,926,524	2,086	1,743,157	758	\$1,301,785	18	\$65,296	24,835	\$11,640,877	47,927	\$24,977,874
Hawaii.....	147	57,498	198	127,168	20	26,665	21	76,545	1	660	387	288,536	929	860,586
Porto Rico.....	16	6,205	240	144,378	25	20,643	28	41,186	1	856	310	213,268	559	372,515
Alaska.....											77	68,160	112	91,055
GRAND TOTAL.....	2,389	\$667,818	20,185	\$8,198,070	2,131	\$1,790,465	807	\$1,419,516	20	\$66,812	25,609	\$12,210,841	49,527	\$26,302,030

U. S. Exports of Parts and Accessories—1932*

COUNTRIES	Auto Parts for Assembly	Auto Accessories N. E. S.	Auto Parts for Replacement N. E. S.	Auto and Truck Springs	Spark Plugs	Starting, Lighting and Ignition Equip.	Storage Batteries 6 Volt		Auto Tire Service Equip.	Other Auto Service Equip.	Asbestos Brake Lining		Portable Electric Tools	Automotive Wrenches
											Molded and Semi- Molded	Not Molded		
	Value	Value	Value	Value	Value	Value	Number	Value	Value	Value	Value	Value	Value	Value
Europe.....	\$8,495,194	\$226,121	\$4,652,598	\$34,571	\$1,005,203	\$245,111	10,391	\$58,921	\$36,853	\$465,877	\$122,686	\$61,708	\$200,775	\$39,878
North America.....	9,535,341	944,717	2,855,929	57,346	112,231	173,502	21,301	112,832	36,993	276,949	96,804	86,383	59,045	27,665
South America.....	1,162,060	109,402	1,527,881	24,750	88,942	36,851	52,510	258,171	11,270	113,155	114,099	60,590	12,813	6,065
Asia.....	1,799,614	102,466	2,337,018	94,059	71,980	117,663	55,968	272,107	7,630	73,758	31,702	45,217	32,326	12,565
Oceania.....	22,163	26,074	606,589	7,535	1,685	25,044	437	2,392	6,551	17,726	17,206	37,003	11,174	9,557
Africa.....	33,393	58,155	963,364	43,827	31,191	18,939	22,012	112,685	6,000	36,049	14,046	8,319	6,419	4,849
TOTAL.....	\$21,047,765	\$1,466,935	\$12,943,379	\$262,088	\$1,311,232	\$617,110	162,619	\$817,108	\$105,297	\$983,514	\$396,543	\$299,220	\$322,552	\$100,579
Hawaii.....	13,554	56,077	402,081	20,105	19,544	13,593	23,258	107,999	1,389	28,618	11,374	26,899	6,383	3,018
Porto Rico.....	3,524	18,882	151,876	22,732	4,216	5,846	3,323	20,717	634	6,043	5,917	7,022	2,679	740
Grand Total.....	\$21,064,843	\$1,541,834	\$13,497,336	\$304,925	\$1,334,992	\$636,540	180,200	\$945,824	\$107,320	\$1,019,175	\$419,924	\$329,141	\$329,614	\$104,337

* Department of Commerce, Automotive Division.

SPECIFI

AMERICAN PASSENGER

MAKE AND MODEL	Wheelbase (Ins.)	Tire Size (Ins.)	Make and Model	Type No. of Cylinders, Bore and Stroke	Taxable H. P.	Piston Displacement	Wt. per Cu. In. Sp. 4-door sedan	H. P. per Cubic Inch	Maximum Brake H.P. at Specified R.P.M.	Engine Revolutions per Mile	Wt. per H. P. Sp. 4-door Sedan	Compression Ratio — to 1	VALVES				Crankshaft Drive Make and Type	RINGS		Piston Pin Diameter	Piston Pin Locked In	Piston Material	
													Arrangement	Inlet (Ins.)	Inlet Seat Angle (Deg.)	Exhaust (Ins.)		Exhaust Seat Angle (Deg.)	No. and Width Compression				No. and Width Oil
Auburn... 8-101, 8-105	127	6.00/17 ^o	Lyc...	8-3x4 $\frac{1}{2}$	28.8	268.6		36	100-3400	3670		5.26	L...	1 $\frac{1}{2}$	30	1 $\frac{1}{2}$	45	W-ch...	2- $\frac{1}{2}$	2- $\frac{1}{2}$	7/8	R...	Ala.
Auburn... 12-161, 12-165	133	6.00/17 ^o	Lyc... BB	12-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	46.8	391.1		41	160-3400	3270		5.75	H...	1 $\frac{1}{2}$	30	1 $\frac{1}{2}$	30	LB-ch...	2- $\frac{1}{2}$	2- $\frac{1}{2}$	7/8	R...	Ala.
Austin... 75	75	3.75/18	Own...	4-2.2x3	7.8	45.6	24.8	28	13-3200	4237	145.0	5.00	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	GE-G...	1- $\frac{1}{2}$	2- $\frac{1}{2}$	7/8	R...	Ala.
Buick... 33-50	119	6.00/17	Own...	8-2 $\frac{1}{2}$ x4 $\frac{1}{2}$	27.6	230.4		36	86-3200	3280		5.25	I...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	GE-G...	2- $\frac{1}{2}$	2- $\frac{1}{2}$	7/8	R...	CI...
Buick... 33-60	127	6.50/17	Own...	8-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	30.0	272.6		35	97-3200	3180		5.25	I...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	GE-G...	2- $\frac{1}{2}$	2- $\frac{1}{2}$	7/8	R...	CI...
Buick... 33-80, 33-90	130-138	7.00/17	Own...	8-3 $\frac{1}{2}$ x5	35.1	344.8		32	113-3200	2800		4.80	I...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	GE-G...	2- $\frac{1}{2}$	2- $\frac{1}{2}$	7/8	R...	CI...
Cadillac... 355-C	134-140	7.00/17	Own... 355C	8-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	36.4	353.0	13.8	33	115-3000	3155	42.5	5.38	L...	1 $\frac{1}{2}$	30	1 $\frac{1}{2}$	45	M-ch...	3-	2-	7/8	P...	MI
Cadillac... 370-C	134-140	7.50/17	Own... 370C	V12-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	46.9	368.0		37	135-3400	3120		5.60	I...	1 $\frac{1}{2}$	30	1 $\frac{1}{2}$	45	M-ch...	2-	2-	7/8	P...	MI
Cadillac... 452-C	142-149	7.50/17	Own... 452C	V16-3x4	57.5	452.0		37	165-3400			5.70	I...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	M-ch...	3-	1- $\frac{1}{2}$	7/8	P...	MI
Chevrolet... 110	110	5.25/18	Own...	6-3 $\frac{1}{2}$ x4	26.3	206.8	14.0	31	65-2800	3070	44.5	5.20	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	O-G...	2- $\frac{1}{2}$	1- $\frac{1}{2}$	1	R...	CI...
Chrysler... Six	114 $\frac{1}{2}$	5.50/17	Own...	6-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	25.3	224.0	14.0	37	83-3400	3270	37.8	5.30	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	-ch...	4- $\frac{1}{2}$	1- $\frac{1}{2}$	7/8	F...	Ala.
Chrysler... Royal 8	114	6.00/17	Own...	8-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	33.8	283.8		33	90-3400	3100		5.20	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	-ch...	4- $\frac{1}{2}$	1- $\frac{1}{2}$	7/8	F...	Ala.
Chrysler... Imp. 8	114	6.50/17	Own...	8-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	33.8	298.6	12.7	33	100-3400	8000	38.6	5.20	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	-ch...	4- $\frac{1}{2}$	1- $\frac{1}{2}$	7/8	F...	Ala.
Chrysler... Imp. Cus. 8	114	7.50/17	Own...	8-3 $\frac{1}{2}$ x5	39.8	384.8		32	125-3200			5.20	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	-ch...	4- $\frac{1}{2}$	1- $\frac{1}{2}$	7/8	F...	Ala.
Continental... C-400	101 $\frac{1}{2}$	5.25/17	Own...	4-3 $\frac{1}{2}$ x4	18.2	143.1	15.0	27	39-2800	3338	55.2	5.05	L...	1 $\frac{1}{2}$	30	1 $\frac{1}{2}$	30	LB-ch...	2- $\frac{1}{2}$	1- $\frac{1}{2}$	7/8	F...	NI...
Continental... C-600	107	5.25/17	Own...	6-3x4	21.6	169.6	14.1	38	65-3500	3338	36.2	5.20	L...	1 $\frac{1}{2}$	30	1 $\frac{1}{2}$	30	LB-ch...	2- $\frac{1}{2}$	1- $\frac{1}{2}$	7/8	F...	NI...
Continental... Big 6	114	5.50/17	Own...	6-3 $\frac{1}{2}$ x4	27.3	214.7		42	90-3650	3186		5.35	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	-ch...	4- $\frac{1}{2}$	1- $\frac{1}{2}$	7/8	F...	Ala.
Cord... L-29	137 $\frac{1}{2}$	7.00/18	Lyc... FD	8-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	33.8	298.6	15.3	39	115-3300	2997	40.2	5.25	L...	1 $\frac{1}{2}$	30	1 $\frac{1}{2}$	45	LB-ch...	2- $\frac{1}{2}$	2- $\frac{1}{2}$	7/8	R...	Ala.
Cunningham... V-10	132-142	7.00/19	Own... V10	8-3 $\frac{1}{2}$ x5	48.0	471.0		30	140-2800			5.00	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	-ch...	2- $\frac{1}{2}$	1- $\frac{1}{2}$	7/8	F...	CI...
DeSoto... Six	114 $\frac{1}{2}$	5.50/17	Own...	6-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	25.3	217.8		36	79-3400	3250		5.35	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	-ch...	3-	1- $\frac{1}{2}$	7/8	F...	Ala.
Dodge... Six	111 $\frac{1}{2}$	6.00/16	Own...	6-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	23.4	201.3	13.1	37	75-3600		35.3	5.50	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	-ch...	3-	1- $\frac{1}{2}$	7/8	F...	Ala.
Dodge... Eight	122	6.50/17	Own...	8-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	33.8	282.1		33	92-3400			5.20	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	-ch...	3-	1- $\frac{1}{2}$	7/8	F...	Ala.
Duesenberg... J	142-153 $\frac{1}{2}$	7.00/19 ^o	Own...	8-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	45.0	419.7		63	265-4200			5.20	I...	1 $\frac{1}{2}$	30	1 $\frac{1}{2}$	30	LB-ch...	3- $\frac{1}{2}$	1- $\frac{1}{2}$	7/8	F...	Ala.
du Pont... G	141	7.00/20	Own...	8-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	36.4	322.0	14.1	40	130-3200		35.0	5.30	L...	1 $\frac{1}{2}$	30	1 $\frac{1}{2}$	45	LB-ch...	3- $\frac{1}{2}$	1- $\frac{1}{2}$	7/8	F...	Ala.
Essex Terraplane... 6	106	5.25/17	Own...	6-2 $\frac{1}{2}$ x4 $\frac{1}{2}$	20.7	193.1		36	70-3200			5.80	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	-G...	2- $\frac{1}{2}$	2-	7/8	F...	Ala.
Essex Terraplane... 8	113	6.00/16	Own...	8-2 $\frac{1}{2}$ x4 $\frac{1}{2}$	24.0	245.0		38	94-3200			5.80	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	-G...	2- $\frac{1}{2}$	2-	7/8	F...	Ala.
Ford... 8	106	5.25/18	Own...	8-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	30.0	220.0	11.3	29	65-3400	2975	38.4	5.50	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	O-G...	2- $\frac{1}{2}$	1- $\frac{1}{2}$	7/8	F...	Ala.
Ford... 4	106	5.25/18	Own...	4-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	24.0	200.5	11.9	24	50-2800	2975	48.0	4.60	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	O-G...	2- $\frac{1}{2}$	1- $\frac{1}{2}$	7/8	F...	Ala.
Franklin... Series 16	132	6.50/19	Own...	6-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	29.4	274.2	16.1	36	100-3100	2980	44.2	5.10	I...	1 $\frac{1}{2}$	30	1 $\frac{1}{2}$	30	W-ch...	3- $\frac{1}{2}$	1- $\frac{1}{2}$	7/8	R...	Ala.
Franklin... Series 17	144	7.50/17	Own...	12-3 $\frac{1}{2}$ x4	50.7	398.2	14.0	38	150-3100	2800	37.6	5.10	I...	1 $\frac{1}{2}$	30	1 $\frac{1}{2}$	30	LB-ch...	2- $\frac{1}{2}$	1- $\frac{1}{2}$	7/8	R...	Ala.
Franklin... Series 18	118	6.00/17	Own...	6-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	29.4	274.2		36	100-3100			5.10	I...	1 $\frac{1}{2}$	30	1 $\frac{1}{2}$	30	W-ch...	3- $\frac{1}{2}$	1- $\frac{1}{2}$	7/8	R...	Ala.
Graham... Std. 6	113	5.50/17	Own...	6-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	25.3	224.0		38	85-3400	3200		6.50	L...	1 $\frac{1}{2}$	30	1 $\frac{1}{2}$	45	LB-ch...	2- $\frac{1}{2}$	1- $\frac{1}{2}$	7/8	R...	Ala.
Graham... Eight	119-123	6.00/17	Own...	8-3 $\frac{1}{2}$ x4	31.2	245.4		39	95-3400	3070		6.50	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	LB-ch...	2- $\frac{1}{2}$	1- $\frac{1}{2}$	7/8	R...	Ala.
Hudson... Super 6	113	5.50/17	Own...	6-2 $\frac{1}{2}$ x4 $\frac{1}{2}$	20.7	193.0		38	73-3200	3480		6.21	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	-G...	2- $\frac{1}{2}$	2-	7/8	F...	Ala.
Hudson... 8	119	6.00/17	Own...	8-3x4 $\frac{1}{2}$	28.8	254.4		40	101-3600	3340		5.80	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	M-ch...	2- $\frac{1}{2}$	2-	7/8	F...	Ala.
Hupmobile... 321	121	6.00/17	Own... B	6-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	27.3	228.1		39	90-3800	3400		5.00	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	W-ch...	2- $\frac{1}{2}$	2- $\frac{1}{2}$	7/8	P...	Ala.
Hupmobile... 322	122	6.00/17	Own... F	8-3x4 $\frac{1}{2}$	28.8	261.5		37	96-3200	3130		5.50	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	M-ch...	2-	3-	7/8	F...	Ala.
Hupmobile... 326	126	6.50/17	Own... L	8-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	32.5	303.2		36	109-3500	3030		5.34	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	M-ch...	2-	3-	7/8	F...	Ala.
La Salle... 345-C	130-136	7.00/17	Own... 345C	8-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	36.4	353.0		33	115-3000	2880		5.40	L...	1 $\frac{1}{2}$	30	1 $\frac{1}{2}$	45	M-ch...	3-	2-	7/8	P...	MI
Lincoln... V-12-136	136	7.00/18	Own...	12-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	43.2	381.7	13.9	31	125-3400	2980	25.6	5.50	L...	1 $\frac{1}{2}$	45	1 $\frac{1}{2}$	45	M-ch...	3- $\frac{1}{2}$	1- $\frac{1}{2}$	7/8	F...	Ala.
Lincoln... V-12-145	145	7.50/18	Own...	12-3 $\frac{1}{2}$ x4 $\frac{1}{2}$	50.7	447.9	13.1	33	15														

CATIONS

CAR ENGINES

Crankshaft Counterbalanced	Vibration Damper	No. Main Bearings	Crank Pin Diameter (In.)	Crankpin Length (In.)	Oil Pressure to				Engine Mounting	Oil Cleaner Make	Crankcase Ventilator	Air Cleaner Make	Engine Temperature Control	Fuel Feed (Make and Type)	Carburetor Make	ELECTRICAL SYSTEMS							Capacity (Amp. Hr.)	MAKE AND MODEL			
					Main Bearing	Conn. Rods	Camshaft	Wristpins								Timing Drive	Ignition Make	Spark Control	Spark Plug Size	Generator and Starter Make	Type of Starter Drive	Battery Make					
N..Y..N..	Y..Y..N..	5	2 1/2	1 1/4	Y	Y	Y	Y	N	RFR.	Pur-F.	Y..	AC.	Th..	Ste.Mp.	Str..	D..	S-A.	7/8	D..	In..	USL	104	Auburn.....	8-101, 8-105		
N..Y..N..	Y..Y..N..	2	2 1/2	1 1/4	Y	Y	Y	Y	N	RFR.	Pur..	Y..	AC.	Th..	Ste.Mp.	Str..	D..	S-A.	18MM	D..	In..	USL	121	Auburn.....	12-161, 12-165		
N..Y..N..	Y..Y..N..	2	1 1/2	1 1/4	Y	Y	Y	Y	N	Ri.	No..	Y..	No..	No..	G..	Til..	D..	S-A.	18MM	D..	In..	USL	43	Austin.....			
Y..Y..Y..	Y..Y..Y..	5	2 1/2	1 1/4	Y	Y	Y	Y	N	RFR.	AC..	N..	AC.	Au..	AC.Mp.	Mar..	D..	S-A.	18MM	D..	Or..	Del.	100	Buick.....	33-50		
Y..Y..Y..	Y..Y..Y..	5	2 1/2	1 1/4	Y	Y	Y	Y	N	RFR.	AC..	N..	AC.	Au..	AC.Mp.	Mar..	D..	S-A.	18MM	D..	Or..	Del.	120	Buick.....	33-60		
Y..Y..Y..	Y..Y..Y..	5	2 1/2	1 1/4	Y	Y	Y	Y	N	RFR.	AC..	N..	AC.	Au..	AC.Mp.	Mar..	D..	S-A.	18MM	D..	Or..	Del.	135	Buick.....	33-80, 33-90		
Y..Y..N..	Y..Y..N..	3	2 1/2	2 1/4	Y	Y	Y	Y	Y	RFR.	AC..	Y..	AC.	Au..	AC.Mp.	Own.	D..	Au..	18MM	D..	DM..	Del.	130	Cadillac.....	355-C		
Y..Y..Y..	Y..Y..Y..	4	2 1/2	2 1/4	Y	Y	Y	Y	Y	RFR.	Cuno.	Y..	AC.	Au..	AC.Mp.	D.L.	D..	Au..	18MM	D..	DM..	Del.	160	Cadillac.....	370-C		
Y..Y..Y..	Y..Y..Y..	5	2 1/2	2 1/4	Y	Y	Y	Y	Y	RFR.	Cuno.	Y..	AC.	Au..	AC.Mp.	D.L.	D..	Au..	18MM	D..	DM..	Del.	190	Cadillac.....	452-C		
Y..Y..Y..	Y..Y..Y..	3	2 1/2	1 1/4	Y	Y	Y	Y	N	RFR.	No..	Y..	AC.	No..	AC.Mp.	Car..	D..	Au..	14MM	D..	In..	Var..	90	Chevrolet.....			
Y..Y..Y..	Y..Y..Y..	4	1 1/4	1 1/4	Y	Y	Y	Y	N	Fp..	Y..	Y..	AC.	Th..	Mp..	Str..	D..		14MM	D..	In..	Wil.	100	Chrysler.....	Six		
Y..Y..Y..	Y..Y..Y..	5	2 1/2	1 1/4	Y	Y	Y	Y	N	Fp..	Y..	Y..	AC.	Th..	Mp..	Str..	D..		14MM	D..	In..	Wil.	121	Chrysler.....	Royal 8		
Y..Y..Y..	Y..Y..Y..	5	2 1/2	1 1/4	Y	Y	Y	Y	N	Fp..	Y..	Y..	AC.	Th..	Mp..	Str..	D..		14MM	D..	In..	Wil.	117	Chrysler.....	Imp. 8		
Y..Y..Y..	Y..Y..Y..	9	2 1/2	1 1/4	Y	Y	Y	Y	N	Fp..	Y..	Y..	AC.	Au..	Mp..	Str..	D..		14MM	D..	In..	Wil.	153	Chrysler.....	Imp. Cus. 8		
N..N..N..	N..N..N..	3	1 1/4	1 1/4	Y	Y	Y	Y	N	RFR.	Y..	Y..	Ho..	Th..	AC.Mp.	Mar..	A..	Au..		A..		USL	78	Continental.....	C-400		
N..N..N..	N..N..N..	4	1 1/4	1 1/4	Y	Y	Y	Y	N	RFR.	Y..	Y..	Ho..	Th..	AC.Mp.	Mar..	A..	Au..		A..		USL	88	Continental.....	C-600		
N..Y..Y..	Y..Y..Y..	4	2 1/2	1 1/4	Y	Y	Y	Y	N	RFR.	Y..	Y..	Ho..	Th..	AC.Mp.	Mar..	A..	Au..		A..		USL	100	Continental.....	Big 6		
Y..Y..N..	Y..Y..N..	3	2 1/2	1 1/4	Y	Y	Y	Y	N	RFR.	Pur..	Y..	No..	Th..	AC.Mp.	Sch..	D..	S-A.		D..		USL	104	Cord.....	L-29		
Y..Y..N..	Y..Y..N..	3	2 1/2	1 1/4	Y	Y	Y	Y	N	RFR.	Cuno.	N..	AM.	Th..	Mp..	Str..	D..	S-A.		D..	In..	Wil.	135	Cunningham.....	V-10		
Y..Y..Y..	Y..Y..Y..	4	1 1/4	1 1/4	Y	Y	Y	Y	N	Fp..	Y..	Y..	Y..	Y..	Mp..	Ball..	D..		14MM	D..	In..		90	DeSoto.....	Six		
Y..Y..Y..	Y..Y..Y..	4	1 1/4	1 1/4	Y	Y	Y	Y	N	Fp..	Pur..	Y..	Y..	Y..	Mp..	Str..	D..		14MM	D..	In..	Wil.	84	Dodge.....	Six		
Y..Y..Y..	Y..Y..Y..	5	2 1/2	1 1/4	Y	Y	Y	Y	Y	Fp..	Y..	Y..	Y..	Th..	Mp..	B&B	D..		14MM	D..	In..	Wil.	117	Dodge.....	Eight		
N..Y..Y..	Y..Y..Y..	5	2 1/2	1 1/4	Y	Y	Y	Y	Y	RFR.	Pur..	Y..	No..	Th..	Own-Mp.	Sch..	D..		18MM	D..	In..	Exi.	160	Duesenberg.....	J		
N..Y..Y..	Y..Y..Y..	5	2 1/2	1 1/4	Y	Y	Y	Y	Y	RFR.	AC..	N..	No..	No..	AC.Mp.	Sch..	D..			D..		Exi.	130	du Pont.....	G		
Y..Y..Y..	Y..Y..Y..	3	1 1/4	1 1/4	N	N	N	N	N	RFR.	No..	Y..	AC.	No..	SteV..	Mar..	A..		A..	In..	Nat.	105	Essex Terraplane.....	6			
Y..Y..Y..	Y..Y..Y..	3	1 1/4	1 1/4	N	N	N	N	N	RFR.	No..	Y..	Y..	Y..	Mp..	Mar..	A..		A..	In..	Nat.	105	Essex Terraplane.....	8			
Y..Y..N..	Y..Y..N..	3	2 1/2	1 1/4	Y	Y	Y	Y	N	RFR.	No..	No..	No..	No..	Mp..	D.L.	Own	Au..	7/8	Own	In..	Own	80	Ford.....	8		
N..N..N..	N..N..N..	3	1 1/4	1 1/4	Y	Y	Y	Y	N	RFR.	No..	No..	No..	No..	Mp..	Zen..	Own	Au..	7/8	Own	In..	Own	80	Ford.....	4		
Y..Y..Y..	Y..Y..Y..	7	3 1/2	1 1/4	Y	Y	Y	Y	Y	RR.	Pur..	Y..	AC.	Th..	AC.Mp.	Str..	D..	S-A.	18MM	D..	In..	Wil.	135	Franklin.....	Airman		
Y..Y..Y..	Y..Y..Y..	7	3 1/2	1 1/4	Y	Y	Y	Y	Y	RR.	Pur..	Y..	AC.	Au..	AC.Mp.	Str..	D..	S-A.	18MM	D..	In..	Wil.	153	Franklin.....	12		
Y..Y..Y..	Y..Y..Y..	7	3 1/2	1 1/4	Y	Y	Y	Y	Y	RR.	Pur..	Y..	AC.	Th..	AC.Mp.	Str..	D..	S-A.	19MM	D..	In..	Wil.	105	Franklin.....	Olympic		
Y..Y..Y..	Y..Y..Y..	7	2 1/2	1 1/4	Y	Y	Y	Y	Y	RFR.	No..	Y..	AC.	Th..	AC.Mp.	D.L.	D..	Au..	7/8	D..	DM..	Wil.	84	Graham.....	Std. 6		
N..Y..Y..	Y..Y..Y..	5	2 1/2	1 1/4	Y	Y	Y	Y	Y	RFR.	AC..	Y..	AC.	Th..	AC.Mp.	D.L.	D..	Au..	7/8	D..	DM..	Wil.	100	Graham.....	Eight		
Y..Y..Y..	Y..Y..Y..	5	1 1/4	1 1/4	N	N	N	N	N	RFR.	No..	Y..	Y..	Y..	Mp..	Mar..	A..		A..	In..		105	Hudson.....	Super 6			
Y..Y..Y..	Y..Y..Y..	4	2 1/2	1 1/4	Y	Y	Y	Y	Y	RFR.	No..	Y..	AC.	No..	Ste..	Mar..	A..		A..	In..	Exi.	105	Hudson.....	8			
Y..Y..Y..	Y..Y..Y..	5	2 1/2	1 1/4	Y	Y	Y	Y	Y	RFR.	Han..	Y..	AC.	Th..	Ste.Mp.	Car..	A..		A..	In..	Wil.	119	Hupmobile.....	321			
Y..Y..Y..	Y..Y..Y..	5	2 1/2	1 1/4	Y	Y	Y	Y	Y	RFR.	Pur..	Y..	AC.	Th..	Ste.Mp.	Str..	A..		A..	In..	Wil.	119	Hupmobile.....	322			
Y..Y..Y..	Y..Y..Y..	5	2 1/2	1 1/4	Y	Y	Y	Y	Y	RFR.	Pur..	Y..	AC.	Th..	Ste.Mp.	Str..	A..		A..	In..	Wil.	119	Hupmobile.....	326			
Y..Y..N..	Y..Y..N..	3	2 1/2	2 1/4	Y	Y	Y	Y	Y	RFR.	AC..	Y..	AC.	Au..	AC.Mp.	Own.	D..	Au..		D..	DM..	Del.	130	La Salle.....	345-C		
Y..Y..Y..	Y..Y..Y..	4	2 1/2	2 1/4	Y	Y	Y	Y	Y	RFR.	No..	N..	AC.	Th..	Mp..	Str..	A..		A..		Exi.	135	Lincoln.....	V-12-136			
N..Y..Y..	Y..Y..Y..	5	2 1/2	2 1/4	Y	Y	Y	Y	Y	RFR.	No..	N..	AC.	Th..	Mp..	Str..	A..		A..		Exi.	135	Lincoln.....	V-12-145			
N..Y..Y..	Y..Y..Y..	5	2 1/2	2 1/4	Y	Y	Y	Y	Y	RFR.	AC-F	Y..	AC.	Au..	AC.Mp.	Str..	D..			D..	DM..	Exi.	160	Marmen.....	16		
Y..Y..Y..	Y..Y..Y..	7	2 1/2	1 1/4	Y	Y	Y	Y	Y	RFR.	Y..	Y..	Y..	Y..	AC.	No..	AC.Mp.	Str..	A..	Au..	A..	In..	USL	115	Nash.....	Big 6	
N..Y..Y..	Y..Y..Y..	9	1 1/2	1 1/2	Y	Y	Y	Y	Y	RFR.	Y..	Y..	Y..	Y..	AC.	No..	AC.Mp.	Str..	A..	Au..	A..	In..	USL	115	Nash.....	Std. 8	
N..Y..Y..	Y..Y..Y..	9	1 1/2	1 1/2	Y	Y	Y	Y	Y	RFR.	Y..	Y..	Y..	Y..	AC.	No..	AC.Mp.	Str..	A..	Au..	A..	In..	USL	120	Nash.....	Spec. 8	
Y..Y..Y..	Y..Y..Y..	9	2 1/2	1 1/2	Y	Y	Y	Y	Y	RFR.	Y..	Y..	Y..	Y..	AC.	No..	AC.Mp.	Str..	A..	S-A.	14MM	A..	In..	USL	133	Nash.....	Adv. 8
Y..Y..Y..	Y..Y..Y..	9	2 1/2	1 1/2	Y	Y	Y	Y	Y	RFR.	Y..	Y..	Y..	Y..	AC.	No..	AC.Mp.	Str..	A..	S-A.	18MM	A..	In..	Exi.	152	Nash.....	Ambas. 8
Y..Y..Y..	Y..Y..Y..	4	1 1/2	1 1/2	Y	Y	Y	Y	Y	RFR.	AC..	Y..	AC.	Th..	AC.Mp.	Str..	D..	Au..	18MM	D..	Or..	Del.	86	Oldsmobile.....	F-33		
Y..Y..Y..	Y..Y..Y..	5	2 1/2	1 1/2	Y	Y	Y	Y	Y	RFR.	AC..	Y..	AC.	Th..	AC.Mp.	Str..	D..	Au..	18MM	D..	Or..	Del.	98	Oldsmobile.....	L-33		
Y..Y..Y..	Y..Y..Y..	9	2 1/2	1 1/2	Y	Y	Y	Y	Y	RFR.	Pur..	Y..	AC.	Au..	AC.Mp.	Str..	N..	Au..	14MM	D..	In..	Pre.	144	Packard.....	8		
Y..Y..Y..	Y..Y..Y..	9	2 1/2	1 1/2	Y	Y	Y	Y	Y	RFR.	Pur..	Y..	AC.	Au..	AC.Mp.	Str..	N..	Au..	14MM	Dy..	In..	Pre.	144	Packard.....	Super 8		
Y..Y..Y..	Y..Y..Y..	4	2 1/2	1 1/2	Y	Y	Y	Y	Y	RFR.	Pur..	Y..	AC.	Au..	AC.Mp.	Str..	A..	Au..	14MM	Dy..	In..	Pre.	144	Packard.....	12		
Y..Y..Y..	Y..Y..Y..	9	2 1/2	1 1/2	Y	Y	Y	Y	Y	RFR.	Pur..	Y..	Y..	Y..	AC.	Au..	Ste.Mp.	Str..	D..	S-A.	7/8	D..	In..	Wil.	145	Pierce-Arrow.....	836
Y..Y..Y..	Y..Y..Y..	7	2 1/2	1 1/2																							

AMERICAN PASSENGER CAR CHASSIS

MAKE AND MODEL	FRONT AXLE					CLUTCH		GEARSET		Universal	REAR AXLES		BRAKES		SHACKLES		SPRINGS		Chassis Lubrication				
	Caster (Degrees)	Camber (Inches)	Camber (Degrees)	Toe-in (Inches)	King Pin Inclination (Degrees)	Type and Make	Operation	No. of Speeds, Location and Make	Free-wheeling, Synchro, etc.		Type and Make	Final Drive	Torque Medium	Service (Type)	Hand (Location)	Drum Material	Steering Gear Make	Make	Type	Front (Type and Length)	Rear (Type and Length)		
Auburn..... 8-101, 8-105	1-2	1	2	1/2	7	P-Long.	Man.	3-U-Det.	Wa.	m-U-P.	Col.	S-B.	sp.	M	I-R.	C.	R.	Own	rm.	S-37	S-50 1/2	Bij.	
Auburn..... 12-161, 12-165	1 1/2-2 1/2	1	2	1/2	7	dp-Long.	Man.	3-U-Det.	Wa.	m-Mec.	Col.	S-B.	sp.	M	I-R.	C.	R.	Try	M	S-40	S-50 1/2	Bij.	
Austin..... 33-50	1 1/2-2	1 1/2	1-2	1 1/2	11 1/2	P-Own.	Man.	3-U-W-G.	C.	m-Own.	Sal.	S-B.	tt.	M	I-F.	C.	O.	Own	M	Tr-28 1/2	S-50 1/2	Ze.	
Buick..... 33-60	1 1/2-2	1 1/2	1-2	1 1/2	10	P-Own.	Pow.	3-U-Own.	S.	m-Own.	Own.	S-B.	tt.	M	I-F.	C.	S.	Own	M	S-36 1/2	S-55 1/2	A-Z.	
Buick..... 33-80, 33-90	1 1/2-2	1 1/2	1-2	1 1/2	10	dp-Own.	Pow.	3-U-Own.	S.	m-Own.	Own.	S-B.	tt.	M	I-F.	C.	S.	Own	M	S-37 1/2	S-58 1/2	A-Z.	
Cadillac..... 355-C	2 1/2-3 1/2	1 1/2	1 1/2	1 1/2	7 1/2	dp-Own.	Pow.	3-U-Own.	S.	m-Spi.	Own.	S-B.	tt.	PM	I-R.	MI	S.	Own	M	S-39	S-58	Al.	
Cadillac..... 370-C	2 1/2-3 1/2	1 1/2	1 1/2	1 1/2	7 1/2	dp-Own.	Pow.	3-U-Own.	S.	m-Spi.	Own.	S-B.	tt.	PM	I-R.	MI	S.	Own	M	S-39	S-58	Al.	
Cadillac..... 452-C	2 1/2-3 1/2	1 1/2	1 1/2	1 1/2	7 1/2	dp-Own.	Pow.	3-U-Own.	S.	m-Spi.	Own.	S-B.	tt.	PM	I-R.	MI	S.	Own	M	S-42	S-60	Al.	
Chvrolet..... 234	1 1/2	1 1/2	1 1/2	0-1/2	7 1/2	P-Own.	Man.	3-U-Own.	Wa.	m-Own.	Own.	S-B.	tt.	M	I-R.	S.	O.	Own	M	S-36	S-54	Al.	
Chrysler..... Six	1 1/2	1 1/2	1 1/2	0-1/2	7	P.	Man.	3-U-Own.	W.	nb.	Own.	S-B.	sp.	H.	E-T.	C.	PM.	SU.	S-35 1/2	S-53 1/2	Ze.		
Chrysler..... Royal 8	1 1/2	1 1/2	1 1/2	0-1/2	7	P.	Man.	3-U-Own.	W.	nb.	Own.	S-B.	sp.	H.	E-T.	C.	PM.	SU.	S-35 1/2	S-53 1/2	Ze.		
Chrysler..... Imp. 8	1 1/2	1 1/2	1 1/2	0-1/2	7	P.	Man.	3-U-Own.	W.	nb.	Own.	S-B.	sp.	PH	E-T.	C.	rm.	S-38 1/2	S-54 1/2	Ze.			
Chrysler..... Imp. 8	1 1/2	1 1/2	1 1/2	0-1/2	7	P.	Man.	3-U-Own.	W.	nb.	Own.	S-B.	sp.	PH	E-T.	C.	rm.	S-38 1/2	S-54 1/2	Ze.			
Chrysler..... Imp. 8	1 1/2	1 1/2	1 1/2	0-1/2	7	P.	Man.	3-U-Own.	W.	nb.	Own.	S-B.	sp.	PH	E-T.	C.	rm.	S-38 1/2	S-54 1/2	Ze.			
Continental..... C-400	1 1/2	1 1/2	1 1/2	0-1/2	7	P-Rock.	Man.	3-U-W-G.	C.	m-Spi.	NP.	S-B.	sp.	M	I-F.	S.	S.	Own	M	Tr-33	Ca-27 1/2	Ze.	
Continental..... C-400	1 1/2	1 1/2	1 1/2	0-1/2	7	P-B&B.	Man.	3-U-W-G.	C.	m-Spi.	NP.	S-B.	sp.	M	I-F.	S.	S.	Own	M	Tr-33	Ca-27 1/2	Ze.	
Continental..... C-600	1 1/2	1 1/2	1 1/2	0-1/2	7	P-Spi.	Man.	3-U-W-G.	W.	m-Spi.	D-Col.	S-B.	sp.	M	I-F.	S.	R.	Own	M	S-35 1/2	S-55	Ze.	
Continental..... Big 6	1 1/2	1 1/2	1 1/2	0-1/2	7	P-Long.	Man.	3-U-Det.	C.	m-U-P.	D-Col.	S-B.	sp.	H.	E-T.	S.	R.	Own	rm.	S-40	S-62	Bij.	
Cord..... 1 1/2	1 1/2	1 1/2	1 1/2	0-1/2	7	dp-Long.	Man.	3-U-Own.	Wa.	m-Spi.	Tim.	S-B.	sp.	M	I-F.	S.	R.	Own	M	S-40	S-62	Al.	
Cunningham..... V-10	1 1/2	1 1/2	1 1/2	0-1/2	7	P.	Pow.	3-U-Own.	W.	nb.	Own.	S-B.	sp.	H.	E-T.	C.	PM.	SU.	S-35 1/2	S-53 1/2	Ze.		
De Soto..... 6	1 1/2	1 1/2	1 1/2	0-1/2	7	P.	Pow.	3-U-Own.	W.	nb.	Own.	S-B.	sp.	H.	E-T.	C.	PM.	SU.	S-36	S-53 1/2	Ze.		
Dodge..... 6	1 1/2	1 1/2	1 1/2	0-1/2	7	P.	Pow.	3-U-Own.	W.	nb.	Own.	S-B.	sp.	H.	E-T.	C.	PM.	SU.	S-36	S-53 1/2	Ze.		
Dodge..... Eight	1 1/2	1 1/2	1 1/2	0-1/2	7	P.	Pow.	3-U-Own.	W.	nb.	Own.	S-B.	sp.	H.	E-T.	C.	PM.	SU.	S-36	S-53 1/2	Ze.		
Duesenberg..... J	1 1/2	1 1/2	1 1/2	0-1/2	7	dp-Long.	Man.	3-U-Own.	W.	m-Spi.	Own.	S-B.	sp.	PH	E-T.	C.	R.	Own	M	S-41	S-60 1/2	Bij.	
du Pont..... 6	1 1/2	1 1/2	1 1/2	0-1/2	7	dp-Long.	Man.	3-U-W-G.	C.	m-Spi.	Col.	S-B.	sp.	H.	E-T.	C.	R.	Bel.	f.	S-40	S-60	Ze.	
Essex Terraplane..... 6	1 1/2	1 1/2	1 1/2	0-1/2	7	P-Own.	Man.	3-U-Own.	W.	m-Spi.	Own.	S-B.	sp.	M	I-F.	S.	G.	Own	M	S-36	S-54	Al.	
Essex Terraplane..... 8	1 1/2	1 1/2	1 1/2	0-1/2	7	P-Own.	Man.	3-U-Own.	W.	m-Spi.	Own.	S-B.	sp.	M	I-F.	S.	G.	Own	M	S-36	S-54	Al.	
Ford..... 8	1 1/2	1 1/2	1 1/2	0-1/2	7	P-Own.	Man.	3-U-Own.	S.	m-Own.	Own.	S-B.	tt.	M	I-F.	C.	G.	Own	R.	Tr.	Tr.	Ze.	
Ford..... 8	1 1/2	1 1/2	1 1/2	0-1/2	7	P-Own.	Man.	3-U-Own.	S.	m-Own.	Own.	S-B.	tt.	M	I-F.	C.	G.	Own	R.	Tr.	Tr.	Ze.	
Franklin..... Series 16	1 1/2	1 1/2	1 1/2	0-1/2	7	P-Long.	Man.	3-U-W-G.	W.	m-Mec.	Col.	S-B.	sp.	H.	E-T.	C.	R.	Faf.	B.	S-40	S-60	Ze.	
Franklin..... Series 17	1 1/2	1 1/2	1 1/2	0-1/2	7	dp-Long.	Man.	3-U-W-G.	W.	m-Mec.	Col.	S-B.	sp.	H.	E-T.	C.	R.	Faf.	B.	S-40	S-60	Ze.	
Franklin..... Series 18	1 1/2	1 1/2	1 1/2	0-1/2	7	P-Long.	Man.	3-U-W-G.	W.	m-Spi.	Own.	S-B.	sp.	H.	E-T.	C.	R.	Try.	M	S-37	S-54	Ze.	
Graham..... Std. 6	1 1/2-2 1/2	1 1/2	1 1/2	1 1/2	7	P-Long.	Man.	3-U-W-G.	W.	m-Spi.	Spi.	S-B.	sp.	H.	E-T.	S.	R.	Fat.	R.	S-36	S-54	Ze.	
Graham..... Std. 6	1 1/2-2 1/2	1 1/2	1 1/2	1 1/2	7	P-Long.	Man.	3-U-W-G.	W.	m-Spi.	Spi.	S-B.	sp.	H.	E-T.	S.	R.	Eat.	R.	S-36	S-54	Ze.	
Graham..... Super 8	1 1/2-2 1/2	1 1/2	1 1/2	1 1/2	7	P-Own.	Man.	3-U-W-G.	W.	m-Spi.	Own.	S-B.	sp.	PM	I-F.	S.	G.	Own	M	S-36	S-54 1/2	Al.	
Hudson..... 8	1 1/2	1 1/2	1 1/2	1 1/2	7	P-Own.	Man.	3-U-Own.	W.	m-Spi.	Own.	S-B.	sp.	M	I-F.	S.	G.	Own	M	S-36	S-54 1/2	Al.	
Hupmobile..... 321	1 1/2	1 1/2	1 1/2	1 1/2	8 1/2	P-B&B.	Man.	3-U-W-G.	W.	m-Spi.	Spi.	S-B.	sp.	M	I-F.	S.	R.	Bel.	rm.	S-38	S-56	A-Z.	
Hupmobile..... 322	1 1/2	1 1/2	1 1/2	1 1/2	8 1/2	P-B&B.	Man.	3-U-W-G.	W.	m-Spi.	Spi.	S-B.	sp.	M	I-F.	S.	G.	Sil.	R.	S-40	S-57 1/2	A-Z.	
Hupmobile..... 326	1 1/2	1 1/2	1 1/2	1 1/2	8 1/2	P-Long.	Man.	3-U-Det.	W.	m-U-P.	Own.	Hyp.	sp.	M	I-F.	S.	G.	Sil.	R.	S-40	S-57 1/2	A-Z.	
La Salle..... 345-C	2 1/2-3 1/2	1 1/2	1 1/2	1 1/2	7 1/2	dp-Own.	Pow.	3-U-Own.	S.	m-Spi.	Own.	S-B.	tt.	PM	I-R.	I.	S.	O.	Own	M	S-39	S-58	Al.
Lincoln..... V-12-136	1 1/2	1 1/2	1 1/2	0-1/2	7 1/2	dp-Long.	Man.	3-U-Own.	W.	m-Spi.	FF-Tim.	S-B.	tt.	PM	I-F.	S.	O.	Own	M	S-42	S-62	Al.	
Lincoln..... V-12-145	1 1/2	1 1/2	1 1/2	0-1/2	7 1/2	dp-Long.	Man.	3-U-Own.	W.	m-Spi.	FF-Tim.	S-B.	tt.	PM	I-F.	S.	O.	Own	M	S-42	S-62	Al.	
Marmen..... 164	1 1/2	1 1/2	1 1/2	0-1/2	7	dp-Russ.	Man.	3-U-Mun.	S.	m-Spi.	Sal.	S-B.	tt.	PM	I-F.	S.	R.	RSL	RB	S-42	S-59 1/2	A-Z.	
Nash..... Big 6	1 1/2	1 1/2	1 1/2	1 1/2	7	P-B&B.	Man.	3-U-Own.	W.	m-Own.	Own.	S-B.	sp.	M	I-F.	C.	R.	PM.	SU.	S-36 1/2	S-54	Al.	
Nash..... Std. 8	1 1/2	1 1/2	1 1/2	1 1/2	7	P-B&B.	Man.	3-U-Own.	W.	m-Own.	Own.	S-B.	sp.	M	I-F.	C.	R.	PM.	SU.	S-36 1/2	S-54	Al.	
Nash..... Spec. 8	1 1/2	1 1/2	1 1/2	1 1/2	7	P-B&B.	Man.	3-U-Own.	W.	m-Own.	Own.	S-B.	sp.	M	I-F.	C.	R.	PM.	SU.	S-36 1/2	S-54	Al.	
Nash..... Adv. 8	1 1/2	1 1/2	1 1/2	1 1/2	7	P-B&B.	Man.	3-U-Own.	W.	m-Own.	Own.	S-B.	sp.	M	I-F.	C.	G.	RR	RR	S-38	S-55 1/2	Bij.	
Nash..... Amba. 8	1 1/2	1 1/2	1 1/2	1 1/2	6	P-B&B.	Man.	3-U-Own.	W.	m-Own.	Own.	S-B.	sp.	M	I-F.	C.	G.	RR	RR	S-38	S-55 1/2	Bij.	
Oldsmobile..... F-33	1 1/2	1 1/2	1 1/2	1 1/2	9 1/2	P-B&B.	Man.	3-U-Mun.	W.	m-Spi.	Own.	S-B.	sp.	M	I-F.	S.	S.	Try.	M	S-35 1/2	S-54 1/2	A-Z.	
Oldsmobile..... L-33	1 1/2	1 1/2	1 1/2	1 1/2	9 1/2	P-B&B.	Man.	3-U-Mun.	W.	m-Spi.	Own.	S-B.	sp.	M	I-F.	S.	S.	Try.	M	S-35 1/2	S-54 1/2	A-Z.	
Packard..... 8	1 1/2	1 1/2	1 1/2	0-1/2	8 1/2	P-Long.	Man.	3-U-Own.	S.	m-Spi.	Own.	Hyp.	sp.	PM	I-R.	C.	O.	Own	M	S-42	S-60	Bij.	
Packard..... Super 8	1 1/2	1 1/2	1 1/2	0-1/2	8 1/2	P-Long.	Man.	3-U-Own.	S.	m-Spi.	Own.	Hyp.	sp.	PM	I-R.	C.	O.	Own	M	S-42	S-60 1/2	Bij.	
Packard..... Twelve	1 1/2	1 1/2	1 1/2	0-1/2	8 1/2	P-Long.	Man.	3-U-Own.	S.	m-Spi.	Own.	Hyp.	sp.	PM	I-R.	C.	O.	Own	M	S-42	S-60 1/2	Bij.	
Pierce-Arrow..... 836	1 1/2	1 1/2	1 1/2	1 1/2	8	dp-Long.	Man.	3-U-Own.	W.	m-Spi.	Own.	S-B.	sp.	PM	I-F.	C.	R.	Faf.	B.	S-38	S-60	Ze.	
Pierce-Arrow..... 1236	1 1/2	1 1/2	1 1/2	1 1/2	8	dp-Long.	Man.	3-U-Own.	W.	m-Spi.	Own.	S-B.	sp.	PM	I-F.	C.	R.	Faf.	B.	S-38	S-60	Ze.	
Pierce-Arrow..... 1247-1242	1 1/2	1 1/2	1 1/2	1 1/2	8	dp-Long.	Man.	3-U-Own.	W.	m-Spi.	Own.	S-B.	sp.	PM	I-F.	C.	R.	Faf.	B.	S-38	S-60	Ze.	
Plymouth..... 1933	1 1/2	1 1/2	1 1/2	1 1/2	9	P-B&B.	Pow.	3-U-Own.	W.	m-U-P.	Own.	S-B.	sp.	H.	E-T.	C.	O.	PM.	SU.	S-36	S-53 1/2	Ze.	
Pontiac..... 8	1 1/2	1 1/2	1 1/2	1 1/2	8	P-Own.	Man.	3-U-Own.	S.	m-Own.	Own.	S-B.	tt.	M	I-F.	S.	S.	Own	rm.	S-36	S-54	Ze.	
Pontiac..... 8	1 1/2	1 1/2	1 1/2	1 1/2	8	P-Own.	Man.	3-U-Own.	S.	m-Own.	Own.	S-B.	tt.	M	I-F.	S.	S.	Own	rm.	S-36	S-54	Ze.	
Reo..... 3 1/2	1 1/2	1 1/2	1 1/2	0-1/2	8	P-Own.	Man.	3-U-Own.	W.	m-U-P.	Own.	S-B.	sp.	H.	E-T.	C.	R.	PM.	SU.	S-36 1/2	S-55 1/2	Ze.	
Reo..... 3 1/2	1 1/2	1 1/2	1 1/2	0-1/2	8	dp-Long.	Man.	3-U-Own.	W.	m-Det.	Own.	S-B.	sp.	H.	E-T.	C.	R.	Own	M	S-38 1/2	S-57 1/2	Ze.	
Rockne..... Six	1 1/2	1 1/2	1 1/2	1 1/2	7	P-B&B.	Man.	3-U-W-G.	W.	m-Mec.	Own.	S-B.	sp.	M	I-F.	S.	R.	Try.	M	S-35 1/2	S-54	Ze.	
Studebaker..... Six 56	1 1/2	1 1/2	1 1/2	1 1/2	8	P-Long.	Man.	3-U-Own.	W.	m-Mec.	Own.	S-B.	sp.	PM	I-F.	S.	R.	Faf.	B.	S-36	S-54	Ze.	
Studebaker..... Com. 73	1 1/2	1 1/2	1 1/2	1 1/2	8	P-Long.	Man.	3-U-Own.	W.	m-Mec.	Own.	S-B.	sp.	PM	I-F.	S.	R.	Faf.	B.	S-36	S-54	Ze.	
Studebaker..... Pres. 82	1 1/2	1 1/2	1 1/2	1 1/2	8	P-Long.	Man.	3-U-Own.	W.	m-U-P.	Own.	S-B.	sp.	PM	I-F.	CL	R.	Faf.	B.	S-36	S-56	Ze.	
Studebaker..... Pres. 92	1 1/2	1 1/2	1 1/2	1 1/2	8	P-B&B.	Man.	3-U-Own.	W.	m-U-P.	Own.	S-B.	sp.	PM	I-F.	CL	R.	Faf.	B.	S-38	S-60	Ze.	
Stutz..... LAA 2	1 1/2	1 1/2	1 1/2	1 1/2	6	P-B&B.	Man.	4-U-Det.	C.	m-U-P.	Sal.	S-B.	sp.	H.	E-T.	S.	G.	Own	M	S-38	S-60	Bij.	
Stutz..... CS, SV-16	1 1/2	1 1/2	1 1/2	1 1/2	7	dp-Long.	Man.	3-U-Mun.	S.	m-Mec.	Tim.	S-B.											

AMERICAN AGRICULTURAL TRACTORS

MAKE AND MODEL	GENERAL										ENGINE										CLUTCH		BELT PULLEY		DRIVE							
	Price (\$)	Capacity No. of 14" Plows (M. P. H.)	Weight Complete (Lbs.)	Wheelbase (Ins.)	Minimum Turning Diameter (Ft.)	Ground Clearance (Ins.)	Drawbar Adjustable	Drawbar— Belt Rating	Steering Type	Make	No. of Cylinders	Bore and Stroke (Ins.)	Engine Type	Valve Arrangement	Normal R.P.M. at Ploving Speed	Ignition System	Fuel System			Oiling System Type	Cooling System Type	TYPE AND MAKE	Diameter (Ins.)	Face (Ins.)	Belt Clutch Type	No. Forw. Speeds	Diameter & Face Traction Members (Ins.)	Drive Type to Traction Members	Drive Taken by	Non-Drive Wheels	Wheel or Track?	
																	Carburetor Make	Fuel Recommended	Air Cleaner Make													
Alcrop.....UC	1095	3	3.33	4915	87½	7½	28	H.	T.D.M.	Cont.	4 1/2x5	V.	L.	1200	Eise...	Kin.	Gas.	Vor.	HC.	Pu.	SP-Rock.	10	7½	JC.	3	.....	SG.	Axle.	2	Wh.	
Allis-Chalmers L	4650	12	3.05	21600	85	16½	10½	H.	60-80	T.D.M.	Own	6 5/8x6½	V.	L.	1050	Eise...	Zen.	Pom.	HC.	Pu.	SP-Own.	20	15	No.	2	.....	SG.	Hub.	0	Tr.	
Allis-Chalmers M	1650	4	3.20	6000	.....	10½	9	H.	29-36	T.D.M.	Own	4 1/2x5	V.	L.	1200	Eise...	Zen.	Pom.	HC.	Pu.	SP-Roc.	12	8½	No.	1	.....	SG.	Hub.	0	Tr.
Allis-Chalmers U	995	3	3.33	4125	76½	13	9	H.	25-40	F.A.K.	Cont.	4 1/2x5	V.	L.	1200	Eise...	Kin.	Vor.	HC.	Pu.	SP-Rock.	10	7½	JC.	4	42-11	IG.	SG.	Axle.	2	Wh.	
Allis-Ch. E25-40	1295	4	3.25	6000	90½	14½	11½	H.	25-40	F.A.K.	Own	4 1/2x6½	V.	L.	930	Eise...	Kin.	Gas.	Vor.	DS.	Pu.	ES-Own.	13	8½	No.	1	IG.	SG.	Rim.	2	Wh.
Allis-Chalmers 50	3540	8	2.76	15250	85	17	14	H.	43-55	T.D.M.	Own	4 1/2x6½	V.	L.	1000	Eise...	Zen.	Pom.	HC.	Pu.	SP-Own.	12	8½	SP.	3	.....	Cha	Hub.	0	Tr.	
Allis-Chalmers 35	2450	6	2.76	10600	67	17	14	H.	29	T.D.M.	Own	4 1/2x6½	V.	L.	930	Eise...	Zen.	Pom.	HC.	Pu.	SP-Own.	12	8½	SP.	3	.....	SG.	Hub.	0	Tr.	
*Bates St. M. 35	4-6	2.85	10775	.....	10	12	H.	33-47	T.D.M.	Wauk.	6 1/2x4½	V.	L.	1500	A.Bos.	Sch.	Gas.	Vor.	HC.	Pu.	SP-TDi.	12	9	No.	3	.....	SG.	Hub.	Tr.	
*Bates St. M. 50	6-8	2.92	10750	.....	11	14	H.	40-60	T.D.M.	Wauk.	6 1/2x5½	V.	L.	1500	A.Bos.	Sch.	Gas.	Vor.	HC.	Pu.	DP-TDi.	12	9	No.	3	.....	SG.	Hub.	Tr.	
*Bates St. M. 80	1012	2.75	23250	.....	14	17	H.	65-85	T.D.M.	Wauk.	4 1/2x7	V.	L.	900	Bosch.	Str.	Gas.	Vor.	HC.	Pu.	DP-TDi.	16	10½	No.	3	.....	SG.	Hub.	Tr.	
Beeman.....Jr	275	7-8	1.9a	550	17½	5	7½	U.	2-4	H.B.	Own	1 3/4x4½	V.	L.	1000	Heinze	Kin.	Gas.	Don.	CS.	Th	Co-Own.	4½	3½	No.	1	25-3½	SG.	Axle.	2	Wh.	
Beeman.....M	195	Var.	435	71½	14	7½	U.	2-4	H.B.	B&S	1 1/2x4½	V.	L.	1000	Heinze	Kin.	Gas.	Don.	CS.	Th	Co-Own.	4½	3½	No.	1	SG.	Axle.	2	Wh.	
Beeman Hy-Wh.	420	2.00	700	.....	6	14	2½-4	T.D.M.	Own	Her.	1 3/4x4½	V.	L.	1200	Wico.	Kin.	Don.	CS.	Th	Co-Own.	4½	3½	No.	1	.....	Cha	Hub.	2	Wh.	
Beeman.....	1-2	2.2	1300	.....	.....	.....	.....	.....	.....	Own.	4 1/2x4	V.	L.	1250	.....	.....	.....	.....	HC.	Th	SP-Roc.	.....	.....	.....	.....	.....	SG.	Hub.	2	Wh.
Case.....L	3-4	Var.	.....	79	26	.....	H.	.....	F.A.K.	Own	4 1/2x6	V.	L.	1100	.....	.....	.....	.....	HC.	Pu.	SP.	13	8½	.....	3	48-12	Cha	Axle.	2	Wh.
Case.....C	2-3	Var.	.....	66	20	.....	H.	.....	F.A.K.	Own	4 1/2x5½	V.	L.	1100	.....	.....	.....	.....	HC.	Pu.	SP.	10½	6½	.....	3	42-12	Cha	Axle.	2	Wh.
Case.....CC	2-3	Var.	.....	89	17	.....	H.	.....	F.A.K.	Own	4 1/2x5½	V.	L.	1100	.....	.....	.....	.....	HC.	Pu.	SP.	10½	6½	.....	3	42-8	Cha	Axle.	2	Wh.
Case.....CO	2-3	Var.	.....	66	20	.....	H.	.....	F.A.K.	Own	4 1/2x5½	V.	L.	1100	.....	.....	.....	.....	HC.	Pu.	SP.	10½	6½	.....	3	42-12	Cha	Axle.	2	Wh.
Caterpillar.....	11	1100	2.6	4525	51½	57½	7½	H.	T.D.M.	Own	4 3/8x4	V.	L.	1500	Eise...	Ens.	Gas.	Vor.	HC.	Pu.	SP-Own.	9½	6½	SLG	3	SG.	Axle.	2	Tr.	
Caterpillar.....	20	1450	2.6	5900	54½	61½	9	H.	T.D.M.	Own	4 3/8x5	V.	L.	1250	Eise...	Ens.	Gas.	Vor.	HC.	Pu.	SP-Own.	10½	6½	SLG	3	SG.	Axle.	2	Tr.	
Caterpillar.....	25	1900	2.6	7670	56½	68½	10	H.	T.D.M.	Own	4 1/2x5½	V.	L.	1100	Eise...	Ens.	Gas.	Vor.	HC.	Pu.	SP-Own.	11½	6½	SLG	3	SG.	Hub.	2	Tr.	
Caterpillar.....	35	2400	2.5	12280	71½	86½	9½	H.	T.D.M.	Own	4 1/2x6½	V.	L.	850	Eise...	Ens.	Gas.	Vor.	HC.	Pu.	SP-Own.	12	8½	SLG	4	SG.	Hub.	2	Tr.	
Caterpillar.....	50	3675	2.4	17190	81½	90	11½	H.	T.D.M.	Own	4 1/2x6½	V.	L.	850	Eise...	Ens.	Gas.	Vor.	HC.	Pu.	SP-Own.	13½	10	SLG	4	SG.	Hub.	Tr.		
Caterpillar.....	65	4350	2.6	23007	83½	101½	13½	H.	T.D.M.	Own	4 1/2x7½	V.	L.	650	Eise...	Ens.	Gas.	Vor.	HC.	Pu.	SP-Own.	15	11	SLG	3	SG.	Hub.	2	Tr.	
Caterpillar.....Die	6500	2.8	24390	83½	101½	13½	14½	H.	T.D.M.	Own	4 1/2x7½	V.	L.	700	None.	Non	Oil.	Vor.	HC.	Pu.	SP-Own.	15	11	SLG	3	SG.	Hub.	Tr.		
Cletrac.....	15	3	5247	53	16	13½	H.	17-24	T.D.M.	Her.	4 1/2x4	V.	L.	1250	Eise...	Til.	Vor.	HC.	Pu.	DP-Long.	10½	6½	SP.	3	.....	SG.	Axle.	12	Tr.		
Cletrac.....	25	4-5	2.8	7275	63	17	13½	H.	21-30	T.D.M.	Her.	6 3/8x4½	V.	L.	1250	D-E.	Til.	Vor.	HC.	Pu.	DP-Long.	12	6½	DP.	3	.....	SG.	Axle.	14	Tr.	
Cletrac.....	35	5-6	3	9388	68	17	15½	H.	31-42	T.D.M.	Her.	6 1/2x4½	V.	L.	1450	Eise...	Til.	Vor.	HC.	Pu.	SP-B&B.	13	8½	SP.	3	.....	SG.	Axle.	18	Tr.	
Cletrac.....	55	7-8	3.6	11625	80	22	11½	H.	40-55	T.D.M.	Wis.	6 1/2x5	V.	L.	1575	D-R.	Sch.	Vor.	HC.	Pu.	SP-B&B.	15	13	SP.	3	.....	SG.	Axle.	18	Tr.	
Cletrac.....	80	15	2.5	23000	96	16	16	H.	60-82	T.D.M.	Her.	6 5/8x6	V.	L.	1120	D-E.	Til.	Vor.	HC.	Pu.	DP-Long.	24	15	DP.	3	.....	SG.	Axle.	22	Tr.	
DoAll.....PT	2	2.63	3250	60	Var.	10	H.	.....	F.A.K.	Wauk.	4 3/8x4½	V.	L.	1200	Split.	Zen.	Don.	HC.	Th	MO.	10	6½	MO.	2	42-7	SG.	Hub.	2	Wh.		
DoAll.....PC	2	2.63	3075	103	Var.	32	H.	.....	F.A.K.	Wauk.	4 3/8x4½	V.	L.	1200	Split.	Zen.	Don.	HC.	Th	MO.	10	6½	MO.	2	42-7	SG.	Hub.	2	Wh.		
DoAll.....LD	2	2.63	3154	82	Var.	25	H.	.....	S.A.	Wauk.	4 3/8x4½	V.	L.	1200	Split.	Zen.	Vor.	HC.	Th	MD-TDi.	10	6½	MO.	2	42-7	SG.	Hub.	2	Wh.		
Eagle.....6A	3-4	3.33	4800	80	15	10	V.	22-37	F.A.K.	Wauk.	6 1/2x4½	V.	L.	1416	Split.	Zen.	Gas.	Vor.	HC.	Pu.	DP-TDi.	16	8	TDi	3	48-12	SG.	Spks.	2	Wh.		
Eagle.....H	3-4	2.00	6800	88	15	17	H.	16-30	F.A.K.	Own	2 8x8	H.	L.	450	Dixie.	Sch.	Ker.	Own	MO.	Pu.	ES-Own.	24	10	ES.	2	52-12	SG.	Rim.	2	Wh.		
Eagle.....H	4-5	2.00	7100	91	16	17	H.	20-40	F.A.K.	Own	2 8x10	H.	L.	450	Dixie.	Sch.	Ker.	Own	MO.	Pu.	ES-Own.	24	10	ES.	2	52-12	SG.	Rim.	2	Wh.		
Eagle.....E	3-4	2.00	7800	84	14	11½	H.	20-35	F.A.K.	Own	2 8x9	H.	L.	450	Dixie.	Sch.	Ker.	Own	MO.	Pu.	ES-Own.	24	10	ES.	2	52-14	SG.	Axle.	2	Wh.		
Eagle H20-40 Sp.	4-5	2.00	8150	96	17	17	H.	20-40	F.A.K.	Own	2 8x10	H.	L.	450	Dixie.	Sch.	Ker.	Own	MO.	Pu.	ES-Own.	24	10	ES.	2	52-18	SG.	Rim.	2	Wh.		
Fordson.....	2	3.09	3112	63	21	11½	H.	14-26	F.A.K.	Own	4 1/2x5	V.	L.	1100	ABos.	Zen.	Gas.	Own	CS.	TI.	-Own.	9½	6½	SLG	3	42-12	Wo.	Axle.	2	Wh.		
Fordson.....	2	2.45	3112	63	21	11½	H.	14-26	F.A.K.	Own	4 1/2x5	V.	L.	1100	ABos.	Kin.	Ker.	Own	CS.	TI.	-Own.	9½	6½	SLG	3	42-12	Wo.	Axle.	2	Wh.		
Huber.....20-40	4	2.25	8200	93	30	14	U.	32-45	F.A.K.	Stea.	4 5/8x6½	V.	L.	1000	Eise...	Zen.	Gas.	Pom	HC.	Pu.	MD-TDi.	15½	8	MD	2	56-18	SG.	Axle.	2	Wh.		
Huber.....25-50	5	2.25	8500	93	30	14	U.	40-62	F.A.K.	Stea.	4 5/8x6½	V.	L.	1000	Eise...	Zen.	Gas.	Pom	HC.	Pu.	MD-TDi.	15½	8	MD	2	56-20	SG.	Axle.	2	Wh.		
Huber-Light .4	4	3.08	5600	81	21½	11	H.	20-36	F.A.K.	Wauk.	4 1/2x6	V.	L.	1150	Bosch.	Zen.	Gas.	Pom	HC.	Pu.	SP-TDi.	17	8½	SP.	3	50-14	SG.	Axle.	2	Wh.		
Huber-Mot. Far.	3	3.50	3750	71	20	23	H.	.....	F.A.K.	Wauk.	4 1/2x5	V.	L.	1200	Bosch.	Zen.	Gas.	Pom	HC.	Pu.	SP.	14	8½	SP.	3	.....	SG.	Axle.	2	Wh.
John Deere .D	3-4	3.25	4878	69½	27	10	U.	None	F.A.K.	Own	2 6x6	H.	L.	900	Split.	Sch.	G-K	Don.	HC.	Th	MD-Own.	13½	8½	MD	2	46-12	Cha	Axle.	2	Wh.		
John Deere GP	2	2.88	4141	70½	16	22	U.	None	F.A.K.	Own	2 6x6	H.	L.	950	Own	Ens.	G-K	Don.	HC.	Th	SP-Own.	13	6½	SP								

U. S. GASOLINE TRUCK CHASSIS

Line Number	MAKE AND MODEL	GENERAL (See Keynote)				TIRE SIZE		MAJOR UNITS				FRAME									
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	ENGINE		TRANSMISSION		REAR AXLE		Side Rail Dimensions	Type				
										Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Make and Model	Gear and Type			Drive and Torque	GEAR RATIOS		
1	A.C.F.	160	6 1/2	6950	186	222	26000	10170	B9.75/22	B9.75/22	Has 160	6-4 1/2 x 5 1/2	BL 1714	U 4	Op	Tim 76730	2F	R 7.46	52.7	8x3	P
2	175B	6 1/2	8300	186	222	26000	10750	B10.50/22	B10.50/22	Has 175	6-5 1/2 x 6	BL 714	U 4	Op	Tim 76730	2F	R 7.46	38.6	8x3	P	
3	175A	7 1/2	8800	186	240	30000	11610	B10.50/24	B10.50/24	Has 175	6-5 1/2 x 6	BL 714	U 4	Op	Tim 79730	2F	R 7.48	38.7	8x3	P	
4	Armleder	2-3	150	156	195	11500	4070	B7.00/20	DB7.00/20	Con 16C	6-3 1/2 x 4 1/2	Fu WOB	U 4	No	Tim	BF	H 5.83	31.2	6x3 1/2	L	
5	21Ha	2 1/2	2185	160	207	15300	4783	B8.25/20	DB8.25/20	Her WXC	6-3 1/2 x 4 1/2	Fu MLU	U 4	No	Tim	BF	H 6.06	38.5	6x3 1/2	L	
6	31Ha	3 1/2	2745	146	213	19500	5838	B9.00/20	DB9.00/20	Her WXC	6-4 1/2 x 4 1/2	Fu MGU	U 4	No	Tim	BF	H 6.02	39.2	7x3 1/2	L	
7	41Ha	4 1/2	3050	160	227	23000	6600	B9.75/20	DB9.75/20	Her WXC	6-4 1/2 x 4 1/2	Fu MGU	U 4	No	Tim	BF	H 6.83	43.8	7x3 1/2	L	
8	61Ha	6 1/2	3625	146	227	24000	7400	B9.75/20	DB9.75/20	Her WXC2	6-4 1/2 x 4 1/2	Fu MGU	U 4	No	Tim	WF	R 8.5	55.2	8 1/2 x 3 1/2	H	
9	71Ha	7 1/2	4595	164	225	29500	7800	B10.50/20	DB10.50/20	Her YXC	6-4 1/2 x 4 1/2	Fu VUOG	U 5	No	Tim	WF	R 8.5	55.2	8 1/2 x 3 1/2	H	
10	TRDA	7-9	3895	148	174	39000	6450	B9.75/20	DB9.75/20	Her YXC3	6-4 1/2 x 4 1/2	Fu VUOG	U 5	No	Tim	2F	H 7.1	37.4	7x3 1/2	L	
11	Atterbury	A 1	1095	132	145	7000	3400	P30x5	P30x5	Lye WTG	6-3 1/2 x 4 1/2	Wa T9	U 4	No	Tim 51000H	BF	H 6.20	39.7	5 1/2 x 3 1/2	L	
12	K 1 1/2	1 1/2	1595	145	160	8000	3640	P32x6	P32x6	Lye WTG	6-3 1/2 x 4 1/2	Wa T9	U 4	No	Tim 52200H	BF	H 6.50	39.7	5 1/2 x 3 1/2	L	
13	G 1 1/2	1 1/2	1985	160	160	10000	3955	P32x6	DP32x6	Lye 4SL	6-3 1/2 x 4 1/2	Co F4B	U 4	No	Tim 54200H	BF	H 6.80	45.1	5 1/2 x 3 1/2	L	
14	45	2 1/2	2375	175	188	12000	5300	B7.50/20	DB7.50/20	Lye ASD	6-3 1/2 x 4 1/2	Co W4C	U 4	No	Tim 54200H	BF	H 6.80	39.8	7x3 1/2	L	
15	50	3 1/2	2950	189	202	14000	5800	B8.25/20	DB8.25/20	Lye ASD	6-3 1/2 x 4 1/2	Co W4C	U 4	No	Tim 56200H	BF	H 7.40	43.3	7x3 1/2	L	
16	R 3	3 1/2	3700	173	199	16040	7250	P34x7	DP34x7	Con 18R	6-4 1/2 x 4 1/2	BL 35-4	U 4	No	Tim 65001H	WF	H 7.1	37.4	7x3 1/2	L	
17	603	3 1/2	3150	190	215	16000	6000	B9.00/20	DB9.00/20	Lye ASD	6-3 1/2 x 4 1/2	Co W4C	U 4	No	Tim 58200H	BF	H 7.80	45.6	7x3 1/2	L	
18	65	3 1/2	4050	209	221	18500	7800	B9.00/20	DB9.00/20	Con 18R	6-4 1/2 x 4 1/2	BL 51-5	U 4	No	Tim 65200H	WF	H 7.50	40.1	1 1/2 x 3 1/2	L	
19	70	3 1/2	4650	222	222	23000	8400	B9.75/20	DB9.75/20	Con 20R	6-4 1/2 x 4 1/2	BL 51-5	U 5	No	Tim 65720H	WF	R 8.50	62.9	8x3 1/2	L	
20	C 3 1/2	3 1/2	4750	186	220	19315	8300	B36x8	DP36x8	Con 20R	6-4 1/2 x 4 1/2	BL 51-5	U 4	No	Tim 65706D	WF	H 7.25	38.8	8x3 1/2	L	
21	100	5-6	5675	223	237	28000	9100	B10.50/20	DB10.50/20	Con 21R	6-4 1/2 x 4 1/2	BL 55-7	A 7	No	Tim 66720DH	WF	R 9.0	85.5	9x3 1/2	L	
22	Autocar	R 1 1/2	2250	159	189	10000	5370	B7.00/20	DB7.00/20	Own R	6-3 1/2 x 4 1/2	BL 224	U 4	No	Tim 65001H	WF	H 5.22	33.5	6 1/2 x 3 1/2	L	
23	RG 2 1/2	2 1/2	2450	159	189	10000	5975	P34x7	DP34x7	Own R	6-3 1/2 x 4 1/2	Own T	U 4	No	Tim 65001H	WF	H 5.22	33.5	6 1/2 x 3 1/2	L	
24	A 2 1/2	2 1/2	3000	150	192	12000	6350	B8.25/20	DB8.25/20	Own SD	6-4 1/2 x 4 1/2	Own T	U 4	No	Tim 65001H	WF	H 5.22	33.5	6 1/2 x 3 1/2	L	
25	D 3	3	3500	150	192	12000	6375	P34x7	DP34x7	Own SD	6-4 1/2 x 4 1/2	Own T	U 4	No	Tim 65001H	WF	H 5.22	33.5	6 1/2 x 3 1/2	L	
26	DE 3 1/2	3 1/2	3850	150	210	14000	7000	B9.00/20	DB9.00/20	Own SD	6-4 1/2 x 4 1/2	Own T	U 4	No	Tim 65001H	WF	H 5.22	33.5	6 1/2 x 3 1/2	L	
27	DF 3 1/2	3 1/2	3950	150	192	14000	7075	B9.00/20	DB9.00/20	Own SD	6-4 1/2 x 4 1/2	Own T	U 4	No	Tim 65001H	WF	H 5.22	33.5	6 1/2 x 3 1/2	L	
28	(E) 3 1/2	3 1/2	4600	114	161	16000	7900	P40x8	DP40x8	Own M	6-4 1/2 x 5 1/2	Own T	U 4	No	Tim 65001H	WF	H 5.22	33.5	6 1/2 x 3 1/2	L	
29	SHS 3 1/2	3 1/2	4800	114	161	16000	7900	P40x8	DP40x8	Own M	6-4 1/2 x 5 1/2	Own T	U 4	No	Tim 65001H	WF	H 5.22	33.5	6 1/2 x 3 1/2	L	
30	4800	114	161	16000	7900	P40x8	DP40x8	Own M	6-4 1/2 x 5 1/2	Own T	U 4	No	Tim 65001H	WF	H 5.22	33.5	6 1/2 x 3 1/2	L			
31	DH 4	4	4150	150	174	12000	7250	P36x8	DP36x8	Own SD	6-4 1/2 x 4 1/2	Own T	U 4	No	Tim 65001H	WF	H 5.22	33.5	6 1/2 x 3 1/2	L	
32	N 4	4	4600	191	227	17000	8090	B9.75/20	DB9.75/20	Own SD	6-4 1/2 x 4 1/2	Own T	U 4	No	Tim 65001H	WF	H 5.22	33.5	6 1/2 x 3 1/2	L	
33	4725	149	170	12000	8300	B9.75/22	DB9.75/22	Own SD	6-4 1/2 x 4 1/2	Own T	U 5	No	Tim 65001H	WF	H 5.22	33.5	6 1/2 x 3 1/2	L			
34	NF 5	5	4800	191	227	17000	8350	B9.75/22	DB9.75/22	Own SD	6-4 1/2 x 4 1/2	Own T	U 5	No	Tim 65001H	WF	H 5.22	33.5	6 1/2 x 3 1/2	L	
35	NH 5	5	4925	149	170	12000	8440	B9.75/22	DB9.75/22	Own SD	6-4 1/2 x 4 1/2	Own T	U 5	No	Tim 65001H	WF	H 5.22	33.5	6 1/2 x 3 1/2	L	
36	S 5	5	5500	158	168	16000	8800	B9.75/22	DB9.75/22	Own SD	6-4 1/2 x 4 1/2	Own T	U 4	A 3	Own CG	2F	H 8.52	54.0	9x3 1/2	L	
37	SE 6	6	5800	158	168	16000	8950	B10.50/22	DB10.50/22	Own SD	6-4 1/2 x 4 1/2	Own T	U 4	A 3	Own CG	2F	H 8.52	54.0	9x3 1/2	L	
38	C 7 1/2	7 1/2	6600	158	176	16000	10950	B10.50/24	DB10.50/24	Own SD	6-4 1/2 x 4 1/2	BL 734	U 4	A 3	Wls 78720	2F	H 9.92	121.1	10 1/2 x 3 1/2	L	
39	CBS 7 1/2	7 1/2	6000	172	203	16000	10300	S36x7	DP36x7	Own SD	6-4 1/2 x 4 1/2	Own T	U 4	No	Tim 65001H	WF	H 5.22	33.5	6 1/2 x 3 1/2	L	
40	CF 7 1/2	7 1/2	6200	203	208	16000	9800	P42x9	DP42x9	Own SD	6-4 1/2 x 4 1/2	Own T	U 4	No	Tim 65001H	WF	H 5.22	33.5	6 1/2 x 3 1/2	L	
41	TE 7 1/2	7 1/2	6900	164	182	12000	11280	B10.50/24	DB10.50/24	Wau GRB	6-5 1/2 x 4 1/2	BL 334	U 4	A 3	Wls 78720	2F	H 7.9	96.0	10 1/2 x 3 1/2	L	
42	TE 7 1/2	7 1/2	6900	164	182	12000	11280	B10.50/24	DB10.50/24	Wau GRB	6-5 1/2 x 4 1/2	Own T	U 4	A 3	Wls 78720	2F	H 7.9	96.0	10 1/2 x 3 1/2	L	
43	TE 7 1/2	7 1/2	6900	164	182	12000	11280	B10.50/24	DB10.50/24	Wau GRB	6-5 1/2 x 4 1/2	Own T	U 4	A 3	Wls 78720	2F	H 7.9	96.0	10 1/2 x 3 1/2	L	
44	TE 7 1/2	7 1/2	6900	164	182	12000	11280	B10.50/24	DB10.50/24	Wau GRB	6-5 1/2 x 4 1/2	Own T	U 4	A 3	Wls 78720	2F	H 7.9	96.0	10 1/2 x 3 1/2	L	
45	(T) FE 20	20	9400	180	200	16000	12300	B10.50/24	DB10.50/24	Ste LT	6-5 1/2 x 6	BL 734	U 4	A 3	Wls 79371	2F	H 7.9	96.0	10 1/2 x 3 1/2	L	
46	Available	W200	2 1/2	1350	168	182	11200	4000	B7.00/20	DB7.00/20	Wau ZK	6-3 1/2 x 4 1/2	BL 224	U 4	No	Tim 53200H	BF	R 6.8	42.1	10 1/2 x 3 1/2	L
47	W230	2 1/2	1850	168	182	13400	4500	B7.50/20	DB7.50/20	Wau TL	6-3 1/2 x 4 1/2	BL 224	U 4	No	Tim 54300H	BF	R 6.8	42.1	10 1/2 x 3 1/2	L	
48	W230	2 1/2	2075	182	196	16300	5300	B8.25/20	DB8.25/20	Wau 6-90	6-3 1/2 x 4 1/2	BL 234	U 4	No	Tim 56200H	BF	R 7.4	47.4	12x2 1/2	L	
49	W300	3 1/2	2700	182	196	20700	6000	B9.00/20	DB9.00/20	Wau 6-110	6-4 1/2 x 4 1/2	BL 524	U 4	No	Tim 58200						

Line Number	MAKE AND MODEL	GENERAL (See Keynote)				TIRE SIZE		MAJOR UNITS.										FRAME		
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	ENGINE		TRANSMISSION		REAR AXLE				Side Rail Dimensions	Type	
										Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Make and Model	Gear and Type	Drive and Torque	GEAR RATIOS			
																	In High	In Low		
1	Corbitt (T) 12B6T	4-7	3465	(3)	(3)	23900	4870	B8.25/20	DB8.25/20	Con E602	6-4 1/2 x 4 1/2	BL 335	U4 No	Tim 56200H	SF	H Op	Op	7x3 1/2 x 4 1/2	T	
2	(conc'd) (T) 15B6T	5-8	4875	(3)	(3)	30400	5870	B9.00/20	DB9.00/20	Con E603	6-4 1/2 x 4 1/2	BL 335	U5 No	Tim 58200H	SF	H Op	Op	7x3 1/2 x 4 1/2	T	
3	(T) 18D6T	8-10	5500	(3)	(3)	36200	8100	B9.75/20	DB9.75/20	Con 22R	6-4 1/2 x 5 1/2	BL 535	U5 No	Tim 75720H	2F	H Op	Op	8x3 1/2 x 4 1/2	T	
4	(T) 24D6T	10-15	6500	(3)	(3)	50600	9200	B10.50/20	DB10.50/20	Con 16H	6-4 1/2 x 5 1/2	BL 7212	U4 U3	Tim 66720W	2F	H Op	Op	8x3 1/2 x 4 1/2	T	
5	Dart 30C1	1 1/2-2	1290	160	180	11200	4900	B6.50/20	DB6.50/20	Her WXA2	6-3 1/2 x 4 1/2	Fu MLU	U4 No	Tim 53200H	BF	H Op	Op	6x3 1/2 x 4 1/2	P	
6	40C2	2 1/2-3	2195	150	180	13400	5650	B7.50/20	DB7.50/20	Her WXB	6-3 1/2 x 4 1/2	Fu MLU	U4 No	Tim 54200	BF	H Op	Op	6x3 1/2 x 4 1/2	P	
7	50G3	2 1/2-3	2725	150	180	16300	5750	B7.50/20	DB8.25/20	Her WXC2	6-4 1/2 x 4 1/2	Fu MLU	U4 No	Tim 56200	BF	H Op	Op	6x3 1/2 x 4 1/2	P	
8	60G3	3	3250	160	200	20700	7425	B8.25/20	DB9.00/20	Her WXC3	6-4 1/2 x 4 1/2	Fu JUVUOG	U5 No	Tim 58200	BF	H Op	Op	6x3 1/2 x 4 1/2	P	
9	80W4	4	4450	170	220	25600	8500	B8.25/20	DB9.75/20	Her YXC2	6-4 1/2 x 4 1/2	Fu VUOG	U5 No	Tim 6720	WF	H Op	Op	6x3 1/2 x 4 1/2	P	
10	100W5	5	5500	170	235	33600	10500	B9.75/20	DB9.75/20	Her YXC3	6-4 1/2 x 4 1/2	Fu MHU	U4 A3	Tim 66720	WF	H Op	Op	6x3 1/2 x 4 1/2	P	
11	150W7 1/2	7 1/2	6500	170	245	46100	11500	B9.75/20	DB10.50/20	Her HXB	6-5 1/2 x 4 1/2	BL 735	U5 No	Tim 68720	WF	H Op	Op	6x3 1/2 x 4 1/2	P	
12	200W10	10	8500	180	250	40400	12500	B9.75/20	DB10.50/20	Her HXB	6-5 1/2 x 4 1/2	BL 735	U5 No	Tim SW310	WF	H Op	Op	6x3 1/2 x 4 1/2	P	
13	(4 Whl. Dr.) 60A	6	5750	180	200	19000	8700	B9.00/20	DB9.00/20	Her WXC3	6-4 1/2 x 4 1/2	Fu JUVUOG	U5 A2	Wis 69317B	DF	H Op	Op	6x3 1/2 x 4 1/2	P	
14	(4 Whl. Dr.) 80B	8	6800	180	225	24000	11000	B9.75/20	DB9.75/20	Her YXC3	6-4 1/2 x 4 1/2	Fu VUOG	U5 A2	Wis 1237	DF	H Op	Op	6x3 1/2 x 4 1/2	P	
15	Diamond T 210SF	1 1/2	545	135	158	8500	3100	B5.50/20	B6.50/20	Her JXA	6-3 1/2 x 4 1/2	WG T9	U4 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P	
16	210FF	1 1/2	565	135	158	8500	3100	B5.50/20	B6.50/20	Her JXA	6-3 1/2 x 4 1/2	WG T9	U4 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P	
17	240A	1 1/2-2	7095	136	165	8275	3631	B6.00/20	B6.00/20	Her JXA	6-3 1/2 x 4 1/2	WG T9	U4 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P	
18	310	2	995	155	179	12500	4200	B6.50/20	DB6.50/20	Her JXB	6-3 1/2 x 4 1/2	WG T9	U4 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P	
19	350	2 1/2	1295	155	179	14000	4700	B7.00/20	DB7.00/20	Her JXC	6-3 1/2 x 4 1/2	CL R103	U5 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P	
20	410A3	3	1695	160	194	15000	5400	B7.50/20	DB7.50/20	Her WXC	6-4 1/2 x 4 1/2	Co W5B	U5 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P	
21	410B3	3	2135	200	200	15000	6200	B7.50/20	DB7.50/20	Her WXC	6-4 1/2 x 4 1/2	Co RUS4C	U4 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P	
22	50A4	3	6450	166	208	17500	6420	B8.25/20	DB8.25/20	Her WXC	6-4 1/2 x 4 1/2	Co RUS4C	U4 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P	
23	(N) 50A3	3	2950	174	240	17500	6600	B8.25/20	DB8.25/20	Her WXC3	6-4 1/2 x 4 1/2	Co RUS4C	U5 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P	
24	603	3-4	3395	169	200	20000	7540	B9.00/20	DB9.00/20	Her YXC	6-4 1/2 x 4 1/2	Co RUS4C	U5 Op	Wis 1237H	2F	R Op	Op	6x3 1/2 x 4 1/2	P	
25	(N) 60B3	3-4	3695	179	246	20000	7600	B9.00/20	DB9.00/20	Her YXC	6-4 1/2 x 4 1/2	Co RUS4C	U5 Op	Wis 1237H	2F	R Op	Op	6x3 1/2 x 4 1/2	P	
26	510	4-5	1995	168	201	18000	6000	B7.00/20	DB8.25/20	Her WXC	6-4 1/2 x 4 1/2	Co RUS4C	U5 Op	Tim 58200H	SF	H Op	Op	6x3 1/2 x 4 1/2	P	
27	750	4-5	4925	178	238	24000	9300	B9.75/22	DB9.75/22	Her YXC	6-4 1/2 x 4 1/2	Co RUS4C	U5 Op	Wis 1737 KW	2F	R Op	Op	6x3 1/2 x 4 1/2	P	
28	Differential E-131	2 1/2	3200	160	160	18100	5100	B9.00/20	DB9.00/20	Lyc ASD	6-3 1/2 x 4 1/2	BL 314	U4 No	Tim 58200	BF	H Op	Op	6x3 1/2 x 4 1/2	P	
29	Dodge Bros. UF-10	10	375	109	109	4025	1925	B5.00/19	B5.00/19	Own	6-3 1/2 x 4 1/2	Own	U3 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P	
30	F-10	10	445	109	109	4125	1975	B5.25/19	B5.25/19	Own	6-3 1/2 x 4 1/2	Own	U3 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P	
31	102	10	490	124	124	4760	2260	B6.00/20	B6.00/20	Own	6-3 1/2 x 4 1/2	Own	U3 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P	
32	102	10	590	124	124	4860	2360	B6.00/20	B6.00/20	Own	6-3 1/2 x 4 1/2	Own	U3 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P	
33	UG20	10	537	131	157	5900	2450	B7.50/17	B7.50/17	Own	6-3 1/2 x 4 1/2	Own	U4 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P	
34	G20	10	537	131	157	5900	2450	B7.50/17	B7.50/17	Own	6-3 1/2 x 4 1/2	Own	U4 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P	
35	102	10	495	133	133	5940	2590	P6.00/20	P32x6	Own	6-3 1/2 x 4 1/2	Own	U4 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P	
36	102	10	595	133	133	5940	2690	P6.00/20	P32x6	Own	6-3 1/2 x 4 1/2	Own	U4 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P	
37	UG-30	1-2	525	131	157	8200	2490	B6.00/20	P32x6	Own	6-3 1/2 x 4 1/2	Own	U4 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P	
38	G30	1-2	585	131	157	8275	2580	B6.00/20	P32x6	Own	6-3 1/2 x 4 1/2	Own	U4 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P	
39	UF-30	1-2	595	136	165	8225	2581	B6.00/20	P32x6	Own	6-3 1/2 x 4 1/2	Own	U4 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P	
40	F-30	1-2	695	136	165	8275	2581	B6.00/20	P32x6	Own	6-3 1/2 x 4 1/2	Own	U4 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P	
41	F-35	1-2 1/2	7425	140	165	10175	3780	B6.00/20	DB6.00/20	Own	6-3 1/2 x 4 1/2	Own	U4 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P	
42	G43	2-3	1295	136	165	10500	3345	B7.00/20	DB7.00/20	Own	6-3 1/2 x 4 1/2	Own	U5 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P	
43	F-40	2-3	1995	150	190	14590	5173	B6.50/20	DB6.50/20	Own	6-3 1/2 x 4 1/2	Own	U4 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P	
44	(5) F-61	3-5 1/2	1515	135	185	12250	4235	F32x6	DP32x6	Own	6-3 1/2 x 4 1/2	Own	U4 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P	
45	(5) G-47	3-5 1/2	2375	170	205	19429	5789	F32x6	DP32x6	Own	6-3 1/2 x 4 1/2	Own	U4 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P	
46	Douglas A61	1 1/2	1095	135	145	7500	3075	P30x5	Bud J214	6-3 1/2 x 4 1/2	WG T9	U4 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P		
47	B41 1/2	1 1/2	2050	150	Op	7000	3950	P30x5	Bud WTU	6-3 1/2 x 4 1/2	Fu MKU12	U4 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P		
48	B61 1/2	1 1/2	2150	150	Op	10500	4100	P30x5	Bud HS6	6-3 1/2 x 4 1/2	Fu MKU12	U4 No	Tim 58200	SF	H Op	Op	6x3 1/2 x 4 1/2	P		
49	C42	2	3275	156	Op	12500	5100	P32x6	Bud KBU-I	6-4 1/2 x 4 1/2	Fu MGU14	U4 Op	Wis 6617	2F	R Op	Op	6x3 1/2 x 4 1/2	P		
50	C62	2	3425	166	Op	15500	5850	P32x6	Bud DW6	6-3 1/2 x 4 1/2										

Line Number	MAKE AND MODEL	GENERAL (See Keynote)					TIRE SIZE		MAJOR UNITS				FRAME							
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	ENGINE		TRANSMISSION	REAR AXLE		Type					
										Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aux. Location and Speeds		Gear and Type	Drive and Torque	GEAR RATIOS	In High	In Low	Side Rail Dimensions
1	Garford	60Z3	4680	175	192	18000	7100	P36x6	DP38x7	Bud BA6	6-4 1/2 x 5 1/2	Fu VU	U5	No	Tim 65706	WF	R 8.5	63.0	7x3 1/2 x 1 1/2	P
2	(concluded)	80Z4	5330	175	192	24000	8400	S36x6	S36x14	Bud BA6	6-4 1/2 x 5 1/2	BL 60-Max	A7	No	Tim 65700	WF	R 10.3	95.0	8x3 1/2 x 1 1/2	P
3	General Mot. (6)	100Z5	5830	175	192	30000	9600	S36x6	S10x14	Bud BA6	6-4 1/2 x 5 1/2	BL 60-Max	A7	No	Tim 68700	WF	R 10.1	98.2	8x3 1/2 x 1 1/2	P
4		T15	645	130	141	6500	2625	B5.50/20	B5.50/20	Own 200	6-3 1/2 x 3 1/2	Own	U3	No	Own	SF	U 4.8	86.16	1 1/2 x 2 1/2 x 1 1/2	TL
5		T18	645	131	157	8200	2785	P30x5	P32x6	Own 200	6-3 1/2 x 3 1/2	Own	U4	No	Own	SF	U 5.4	35.7	6x2 1/2 x 1 1/2	TL
6		T19	675	131	157	8500	3130	P30x5	P32x6	Own 221	6-3 1/2 x 3 1/2	Own	U4	No	Own	SF	U 5.4	35.7	7 1/4 x 2 1/2 x 1 1/2	TL
7		T21	745	130	164	10000	3110	B5.50/20	P32x6	Own 200	6-3 1/2 x 3 1/2	Own	U4	Op	Own	SF	U 6.2	40.7	6x2 1/2 x 1 1/2	TL
8		T25	1200	130	152	9000	3375	B6.00/20	B7.50/20	Bulck	6-3 1/2 x 4 1/2	Own	U4	No	Own	SF	U 5.8	59.2	6x2 1/2 x 1 1/2	TL
9		T23	745	131	157	10000	3080	B6.50/20	DB6.50/20	Own 200	6-3 1/2 x 3 1/2	Own	U4	Op	Own	SF	U 6.2	40.7	6x2 1/2 x 1 1/2	TL
10		T23	795	131	166	10500	3420	B6.50/20	DB6.50/20	Own 221	6-3 1/2 x 3 1/2	Own	U4	Op	Own	SF	U 5.6	37.3	7 1/4 x 2 1/2 x 1 1/2	T
11		T26	1210	130	164	11000	3685	B6.50/20	B8.25/20	Own 257	6-3 1/2 x 4 1/2	Own	U4	No	Own	SF	U 5.6	37.3	7 1/4 x 2 1/2 x 1 1/2	TL
12		T30	1545	141	164	12500	4490	P30x5	DP30x5	Bulck	6-3 1/2 x 4 1/2	Own	U4	No	Own	SF	U 5.6	37.3	6 1/2 x 3 1/2 x 1 1/2	TL
13		T31	1695	141	181	14000	4695	P32x6	DP32x6	Own 257	6-3 1/2 x 4 1/2	Own	U4	No	Own	SF	U 5.6	37.3	6 1/2 x 3 1/2 x 1 1/2	TL
14		T33	1225	142	184	13000	4415	P32x6	DP32x6	Own 257	6-3 1/2 x 4 1/2	Own	U4	Op	Own	SF	U 5.6	35.5	8x3 1/2 x 1 1/2	T
15		T42	1845	141	181	15000	4725	P32x6	DP32x6	Bulck	6-3 1/2 x 4 1/2	Own	U4	No	Own	SF	U 5.6	37.3	6 1/2 x 3 1/2 x 1 1/2	TL
16		T43	1525	142	184	16000	4935	P32x6	DP32x6	Own 257	6-3 1/2 x 4 1/2	Own	U4	Op	Own	SF	U 6.5	47.1	4x3 1/2 x 1 1/2	T
17		T44	2065	141	181	16000	5095	P34x7	DP34x7	Bulck	6-3 1/2 x 4 1/2	Own	U4	No	Own	SF	U 8.0	50.9	6 1/2 x 3 1/2 x 1 1/2	TL
18		T45	1865	141	181	16000	4910	P32x6	DP32x6	Own 257	6-3 1/2 x 4 1/2	Own	U4	No	Own	SF	U 6.5	47.1	4x3 1/2 x 1 1/2	TL
19		T51	2480	155	200	19000	6090	P34x7	DP34x7	Own 331	6-3 1/2 x 4 1/2	Own	U4	No	Own	SF	U 6.5	47.1	6x3 1/2 x 1 1/2	TL
20		T51H	2800	154	200	22000	6910	P34x7	DP34x7	Own 331	6-3 1/2 x 4 1/2	Own	U4	Op	Own	2F	R 8.5	50.2	5x3 1/2 x 1 1/2	TL
21		T60	3035	154	200	22000	6925	P34x7	DP34x7	Bulck	6-3 1/2 x 5	Own	U4	Op	Own	WF	R 8.5	50.2	5x3 1/2 x 1 1/2	TL
22		T61	3710	154	200	22000	7380	B9.00/20	DB9.00/20	Own 400	6-4 1/2 x 5	Own	U5	Op	Own	WF	R 8.5	50.9	9x3 1/2 x 1 1/2	TL
23		T82	3795	155	201	24000	7500	B9.00/20	DB9.00/20	Own 331	6-4 1/2 x 5	Own	U4	A3	Own	WF	R 10.2	114.3	9x3 1/2 x 1 1/2	TL
24		T82	4205	155	201	25000	7765	B9.00/20	DB9.00/20	Own 400	6-4 1/2 x 5	Own	U5	Op	Own	WF	R 9.0	74.0	9x3 1/2 x 1 1/2	TL
25		T85	5000	171	204	30000	10630	B9.75/20	DB9.75/20	Own 525	6-4 1/2 x 5 1/2	Own	U4	Op	Own	2F	R 8.5	53.3	9 1/2 x 4 1/2 x 1 1/2	L
26		T85H	6195	171	204	34000	11060	B9.75/20	DB9.75/20	Own 525	6-4 1/2 x 5 1/2	Own	U4	Op	Own	2F	R 8.5	53.3	9 1/2 x 4 1/2 x 1 1/2	L
27		T110	8110	171	204	40000	12800	B10.50/24	DB10.50/24	Own 616	6-4 1/2 x 5 1/2	Own	U4	A3	Own	2F	R 9.30	116.9	9 1/2 x 4 1/2 x 1 1/2	L
28	Gramm	AXA 1-1 1/2	795	131	157	8000	3350	B6.50/20	B6.50/20	Con W10	4-3 1/2 x 4 1/2	WG TA	U4	No	Tim 53200H	BF	U 5.6	36.3	6x2 1/2 x 1 1/2	C
29		AXA 1-1 1/2	895	131	157	8000	3550	B6.50/20	B6.50/20	Con 25A	4-3 1/2 x 4 1/2	WG T9	U4	No	Tim 53200H	BF	U 5.6	36.3	6x2 1/2 x 1 1/2	C
30		BX4 1-1 1/2	895	131	210	10000	3525	B6.00/20	DB6.00/20	Con W10	4-3 1/2 x 4 1/2	WG T9	U4	No	Tim 53200H	BF	U 6.2	39.6	6x2 1/2 x 1 1/2	L
31		BX6 1-1 1/2	995	131	210	10000	3725	B6.00/20	DB6.00/20	Con 25A	4-3 1/2 x 4 1/2	WG T9	U4	No	Tim 53200H	BF	U 6.2	39.6	6x2 1/2 x 1 1/2	L
32		BXF 1-1 1/2	149	131	210	10000	4000	B6.00/20	DB6.00/20	Lyc ASD	6-3 1/2 x 4 1/2	BL 314	U4	No	Tim 53200H	BF	U 5.6	37.3	6x2 1/2 x 1 1/2	TL
33		B2-2 1/2	1295	140	196	12000	4150	B6.50/20	DB6.50/20	Lyc 4SL	6-3 1/2 x 4 1/2	Co A4J	U4	No	Tim 54200H	BF	U 5.8	37.1	6x2 1/2 x 1 1/2	C
34		BF-2 1/2	1695	140	210	12000	4300	B6.50/20	DB6.50/20	Lyc ACD	6-3 1/2 x 4 1/2	BL 314	U4	No	Tim 54200H	BF	U 5.8	37.1	6x2 1/2 x 1 1/2	C
35		CK4 2-1/2	1895	140	210	12000	4300	B6.50/20	DB6.50/20	C n W60	4-4 1/2 x 4 1/2	WG T9	U4	No	Tim 54200H	BF	U 5.8	37.0	10x2 1/2 x 1 1/2	B
36		CK6 2-1/2	1295	131	210	12000	4150	B6.50/20	DB6.50/20	Con 16C	6-3 1/2 x 4 1/2	WG T9	U4	No	Tim 54200H	BF	U 5.8	37.0	10x2 1/2 x 1 1/2	B
37		CX 2-3	1795	160	224	14000	4820	B7.00/20	DB7.00/20	Lyc AS	6-3 1/2 x 4 1/2	BL 314	U4	No	Tim 54200H	BF	U 5.8	37.1	7x2 1/2 x 1 1/2	C
38		CXN 2-3	1345	131	210	13400	4300	B6.50/20	DB6.50/20	Her JXC	6-3 1/2 x 4 1/2	BL 234	U4	No	Tim 54200H	BF	U 5.8	37.0	10x2 1/2 x 1 1/2	C
39		CF 2-3 1/2	1895	160	224	14000	4900	B7.50/20	DB7.50/20	Lyc ASD	6-3 1/2 x 4 1/2	BL 314	U4	No	Tim 54200H	BF	U 5.8	37.1	7x2 1/2 x 1 1/2	C
40		CXF 2-3 1/2	2395	160	224	14000	5100	B7.50/20	DB7.50/20	Con 20R	6-3 1/2 x 4 1/2	BL 554	U4	No	Tim 54200H	BF	U 5.8	41.6	7x2 1/2 x 1 1/2	C
41		DF 2-3 1/2	1995	160	224	17000	5100	B7.50/20	DB7.50/20	Lyc ASD	6-3 1/2 x 4 1/2	BL 314	U4	No	Tim 56200H	BF	U 6.1	39.0	7x2 1/2 x 1 1/2	C
42		EX 3-4	2695	160	260	17000	5300	B7.50/20	DB7.50/20	Con 21R	6-3 1/2 x 4 1/2	BL 554	U4	No	Tim 56200H	BF	U 6.1	43.5	7x2 1/2 x 1 1/2	C
43		EX 3-4	2295	160	224	16300	5200	B8.25/20	DB8.25/20	Con E601	6-3 1/2 x 4 1/2	BL 324	U4	No	Tim 56200H	BF	U 6.1	43.5	7x2 1/2 x 1 1/2	C
44		E330 3-4 1/2	2595	160	224	20000	5950	B8.25/20	DB8.25/20	Lyc TS	6-3 1/2 x 5	BL 554	U4	No	Tim 58200H	BF	U 5.5	35.6	12x2 1/2 x 1 1/2	C
45		ED 3-4 1/2	3995	160	224	20000	6100	B8.25/20	DB8.25/20	Cum Die	4-4 1/2 x 6	BL 554	U4	No	Tim 58200H	BF	U 5.5	35.6	12x2 1/2 x 1 1/2	P
46		EY190 3-4 1/2	3595	190	190	16000	6750	B7.50/20	DB7.50/20	Con 20R	6-4 1/2 x 4 1/2	Co Rus4	U4	No	Tim 58200H	BF	U 4.5	29.1	8 1/2 x 3 1/2 x 1 1/2	L
47		GY 4-6	4345	190	210	18000	7700	B8.25/20	DB8.25/20	Con 21R	6-4 1/2 x 4 1/2	Co Rus	U4	No	Wis 69317H	2F	U 4.3	27.9	8 1/2 x 3 1/2 x 1 1/2	L
48		GF 4-6	3695	150	225	24000	9500	B9.00/20	DB9.00/20	Con 21R	6-4 1/2 x 4 1/2	BL 554	U4	No	Tim 58200H	BF				

Line Number	MAKE AND MODEL	GENERAL (See Keynote)				TIRE SIZE		MAJOR UNITS				FRAME								
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	ENGINE		TRANSMISSION		REAR AXLE		Type				
										Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Make and Model	Gear and Type		GEAR RATIOS			
																	In High	In Low	Side Rail Dimensions	
1	La Fr. Republic F-33 (conc'd)	3-1/2	2420	174	198	16000	5625	P34x7	DP34x7	Lyc ASD	6-3 3/4 x 4 1/2	Fu MGU14	U4	No	Tim 58200H	SF	R7.8	150.6	8x3x1/4	C
2		4-1/2	3285	179	206	19500	7300	B9.75/20	DP9.75/20	Ley TS	6-3 3/4 x 5	Fu MRU	U4	No	Tim 75720H	2F	R8.15	54.0	9 1/2 x 3 1/2 x 1/4	C
3		4-1/2	4640	174	198	23000	8300	B10.50/24	DB10.50/24	Wau 6SRLL	6-4 1/2 x 5 1/2	Fu VUOG	U5	No	Tim 76733H	2F	R8.85	62.5	9 1/2 x 3 1/2 x 1/4	C
4		5-4	6570	174	198	30000	9250	B10.50/24	DB10.50/24	Wau 6-125	6-4 1/2 x 5 1/2	Fu MHU	U4	No	Tim 78720W	2F	R8.90	58.2	9 1/2 x 3 1/2 x 1/4	C
5	Le Moon. 150	1-1/2	1150	140	152	8000	3300	B6.50/20	B6.50/20	Con 16C	6-3 3/4 x 4 1/2	BL 214	U4	No	Tim 53200H	BF	H5.14	31.8	6x3x3/4	C
6		2-1/2	1350	160	178	11200	3600	B7.00/20	DB7.00/20	Con 16C	6-3 3/4 x 4 1/2	BL 214	U4	No	Tim 53200H	BF	H5.14	31.8	6x3x3/4	C
7		3-1/2	1575	163	190	12600	4200	B7.50/20	DB7.50/20	Con 16C	6-3 3/4 x 4 1/2	BL 214	U4	No	Tim 54200H	BF	H6.80	42.1	6 1/2 x 3 1/2 x 1/4	C
8		4-1/2	2175	163	190	15300	5000	B8.25/20	DB8.25/20	Wau 6MS	6-3 3/4 x 4 1/2	BL 314	U4	No	Tim 56200H	BF	R6.16	40.6	6 1/2 x 3 1/2 x 1/4	C
9		5-1/2	2775	160	190	19500	6500	B9.00/20	DB9.00/20	Wau 6MK	6-4 1/2 x 4 1/2	BL 514	U4	No	Tim 58200H	BF	R6.14	40.6	7x4x1/4	C
10		6-1/2	3150	160	190	19500	7200	B9.00/20	DB9.00/20	Wau 6SRLL	6-4 1/2 x 5 1/2	Fu VUOG	U5	No	Tim 58200H	BF	R6.14	40.6	7x4x1/4	C
11		7-1/2	3450	169	199	21600	8150	B9.75/20	DB9.75/20	Wau 6SRLL	6-4 1/2 x 5 1/2	Fu VUOG	U5	No	Tim 58200H	WF	R6.00	43.2	7x4x1/4	C
12	Maccar. 40A	2-1/2	1330	151	181	10000	5350	B6.50/20	DB6.50/20	Bud H260	6-3 3/4 x 4 1/2	Wa T9	U4	No	Tim 5200H	BF	H5.6	36.2	7x2 1/2 x 1/4	C
13		3-1/2	2040	155	183	15000	5350	B7.50/20	DB7.50/20	Bud H298	6-3 3/4 x 4 1/2	BL 314	U4	No	Tim 56200H	BF	R6.16	40.6	8x3x1/4	T
14		4-1/2	3500	181	213	18000	7400	B9.00/20	DB9.00/20	Bud K393	6-4 1/2 x 4 1/2	BL 554	U4	No	Wls 8787L	2F	R6.4	46.6	8x3x1/4	T
15		5-1/2	4500	183	207	22000	7300	B9.75/20	DB9.75/20	Bud BA6	6-4 1/2 x 5 1/2	BL 554	U4	No	Tim 5720H	WF	R6.8	49.8	8x3x1/4	T
16		6-1/2	5500	184	235	22000	8200	B9.75/20	DB9.75/20	Her YXC3	6-4 1/2 x 5 1/2	BL 615	A5	No	Tim 65720W	WF	R6.8	44.5	12x3x1/4	T
17		7-1/2	4500	183	235	22000	8750	B9.75/20	DB9.75/20	Wau 6SRK	6-4 1/2 x 5 1/2	BL 615	A5	No	Tim 65720H	WF	R6.8	44.5	12x3x1/4	T
18		8-1/2	5000	184	235	22000	8750	B9.75/20	DB9.75/20	Wau 6SRK	6-4 1/2 x 5 1/2	BL 615	A5	No	Tim 65720W	WF	R6.8	44.5	12x3x1/4	T
19		9-1/2	5500	184	235	30000	9500	B10.50/20	DB10.50/20	Wau 6SRK	6-4 1/2 x 5 1/2	BL 615	A5	No	Tim 65720W	WF	R7.6	62.5	12x3x1/4	T
20	Mack. BL-1	2-1/2	2500	138	148	9500	4050	B6.00/20	DB6.00/20	Own BL	6-3 3/4 x 5	Own BG	U4	No	Tim 52000B2	SF	H5.66	27.9	7x3x1/4	T
21		3-1/2	3000	138	192	12000	4800	P32x6	DP32x6	Own BG	6-3 3/4 x 5	Own BG	U4	No	Own BG	SF	H5.44	26.8	7x3x1/4	T
22		4-1/2	4200	156	198	16000	6600	B8.25/20	DB8.25/20	Own BG	6-3 3/4 x 5	Own BG	U4	No	Own BG	2F	H7.01	33.7	7 1/2 x 3 x 1/4	T
23		5-1/2	4000	147	219	17500	6450	P34x7	DP34x7	Own AB	4-4 1/4 x 5	Own AB	U4	No	Own AB	CD	R7.72	37.7	8x2 1/2 x 1/4	T
24		6-1/2	4200	147	219	17500	6450	P34x7	DP34x7	Own AB	4-4 1/4 x 5	Own AB	U4	No	Own AB	2F	H7.58	36.7	8x2 1/2 x 1/4	T
25		7-1/2	4150	147	219	17500	6450	P34x7	DP34x7	Own BG	6-3 3/4 x 5	Own AB	U4	No	Own AB	CD	R7.72	37.7	8x2 1/2 x 1/4	T
26		8-1/2	4500	147	219	17500	6700	P34x7	DP34x7	Own BG	6-3 3/4 x 5	Own AB	U4	No	Own AB	2F	H7.58	36.7	8x2 1/2 x 1/4	T
27		9-1/2	4700	157	217	21500	7500	B9.00/20	DB9.00/20	Own BC	6-4 1/2 x 5 1/2	Own BC	U4	No	Own AB	2F	H7.01	40.9	7 1/2 x 3 x 1/4	T
28		10-1/2	5250	154	226	23500	7850	P36x8	DP36x8	Own BC	6-4 1/2 x 5 1/2	Own BC	U4	No	Own BC	2F	H7.58	44.2	8 1/2 x 3 x 1/4	T
29		11-1/2	5500	154	226	23500	8000	P36x8	DP36x8	Own BC	6-4 1/2 x 5 1/2	Own BC	U4	No	Own BC	2F	R7.88	46.0	8 1/2 x 3 x 1/4	T
30		12-1/2	5750	161	214	24000	7900	B9.75/22	DB9.75/22	Own BX	6-4 1/2 x 5 1/2	Own BX	U4	No	Own BX	2F	H7.92	52.3	8 1/2 x 3 x 1/4	T
31		13-1/2	6000	160	214	24700	8050	B9.75/22	DB9.75/22	Own BX	6-4 1/2 x 5 1/2	Own BX	U4	No	Own BX	2F	H7.01	49.4	9 1/2 x 3 x 1/4	T
32		14-1/2	6450	168	245	31500	9800	B10.50/22	DB10.50/22	Own BK	6-4 1/2 x 5 1/2	Own AL	A4	No	Own AL	2F	H6.92	36.4	11 1/2 x 3 x 1/4	T
33		15-1/2	6800	191	245	32600	10000	B10.50/22	DB10.50/22	Own BQ	6-4 1/2 x 5 1/2	Own BQ	A4	No	Own AL	2F	H6.52	41.9	10 1/2 x 3 x 1/4	T
34		16-1/2	5150	162	228	28500	9500	B10.50/24	DB10.50/24	Own AC	4-5x6	Own AC	J4	No	Own AC	CD	R7.83	50.5	8 1/2 x 3 x 1/4	T
35		17-1/2	5250	162	228	28500	9400	B10.50/24	DB10.50/24	Own AC	4-5x6	Own AC	A4	No	Own AC	CD	H6.92	55.3	8 1/2 x 3 x 1/4	T
36		18-1/2	6450	191	245	32600	10400	B10.50/22	DB10.50/22	Own AC	6-4 1/2 x 5 1/2	Own AC	J4	No	Own AC	CD	R7.83	50.5	8 1/2 x 3 x 1/4	T
37		19-1/2	6250	207	225	26000	9200	B9.75/24	DB9.75/24	Own BX	6-4 1/2 x 5 1/2	Own B	U4	No	Own BX	2F	H7.54	53.3	9 1/2 x 3 x 1/4	T
38		20-1/2	4950	168	240	28000	9200	B10.50/24	DB10.50/24	Own AC	4-5x6	Own AC	J4	No	Own AC	CD	R8.46	54.4	8x3x1/4	C
39		21-1/2	5500	168	240	32000	9800	S36x6	DS40x6	Own AC	4-5x6	Own AC	J4	No	Own AC	CD	R7.75	49.8	8x3x1/4	C
40		22-1/2	6000	168	240	37000	10150	S36x7	DS40x7	Own AC	4-5x6	Own AC	J4	No	Own AC	CD	R8.95	57.4	8x3x1/4	C
41		23-1/2	6450	174	240	28500	11400	B10.50/24	DB10.50/24	Own BQ	6-4 1/2 x 5 1/2	Own AC	A4	No	Own AC	CD	R8.4	53.9	9 1/2 x 3 x 1/4	T
42		24-1/2	8500	191	245	36500	11700	S36x7	DS40x7	Own AP	6-4 1/2 x 5 1/2	Own AP	A4	No	Own AP	CD	R8.31	53.3	8x3x1/4	C
43	Mar. Herr. TL-27	2-1/2	3750	181	213	12000	5500	B7.50/20	DB7.50/20	Her JXC	6-3 3/4 x 4 1/2	BL 328	U4	No	Own Tim	SF	H7.01	37.7	8x2 1/2 x 1/4	T
44	(All 4 W.B.) TL-28	2-1/2	4250	181	213	13000	6000	B8.25/20	DB8.25/20	Her WXC	6-4x4 1/2	BL 328	U4	No	Own Wls	2F	H7.01	37.7	8x2 1/2 x 1/4	T
45		3-1/2	4950	158	188	17200	7700	B8.25/22	DB8.25/22	Her WXC	6-4x4 1/2	Fu MGU	U4	A2	Own Wls	2F	H7.01	37.7	8x2 1/2 x 1/4	T
46		4-1/2	5485	158	188	19370	8370	B9.00/20	DB9.00/20	Her WXC3	6-4x4 1/2	Fu MGU	U4	A2	Own Wls	2F	H7.01	37.7	8x2 1/2 x 1/4	T
47		5-1/2	6285	163	193	20300	9300	B9.75/20	DB9.75/20	Her YXC	6-4x4 1/2	Fu VUOG	U5	A2	Own Wls	2F	H7.01	37.7	8x2 1/2 x 1/4	T
48		6-1/2	6485	163	193	22200	9620	B9.75/20	DB9.75/20	Her YXC3	6-4x4 1/2	Fu VUOG	U5	A2	Own Wls	2F	H7.01	37.7	8x2 1/2 x 1/4	T
49		7-1/2	7785	163	193	25120	10120	B9.75/22	DB9.75/22	Her YXC	6-4x4 1/2	Fu VUOG	U5	A2	Own Wls	2F	H7.01	37.7	8x2 1/2 x 1	

Line Number	MAKE AND MODEL	GENERAL (See Keynote)				TIRE SIZE		MAJOR UNITS										FRAME		
		Wheels Driven—6-Wheelers Tonnage Rating	Chassis Price	Standard Wheelbase Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	ENGINE		TRANSMISSION		REAR AXLE		Gear and Type	Drive and Torque	GEAR RATIOS		Side Rail Dimensions	Type
									Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aux. Location and Speeds	Make and Model			In High	In Low		
1	Sterling	FB70 2 1/2-3	2835	174 204	13000	5755	B7 50/20	B7 50/20	Wau ML	6-4x4 1/2	Ownc UC7	U5 No Own	U5 No Own	BF 7.4	52.7	10x3 1/2	7.4	52.7	10x3 1/2	L
2	(conc'd)	FD80 3-4	3065	174 204	16000	6680	B8 25/20	DB8 25/20	Wau 6ML	6-4x4 1/2	Ownc UC7	U5 Op Own	U5 Op Own	BF 7.8	55.3	10x3 1/2	7.8	55.3	10x3 1/2	L
3	FB80 Spec	FC90 3 1/2-4	4105	174 204	18000	7480	B9 00/20	DB9 00/20	Wau 6MK	6-4x4 1/2	Ownc UC7	U5 Op Own	U5 Op Own	BF 7.8	55.3	10x3 1/2	7.8	55.3	10x3 1/2	L
4	FD90	FC90 4	3315	174 204	18000	7480	B9 00/20	DB9 00/20	Wau MK	6-4x4 1/2	Ownc UC7	U5 No Own	U5 No Own	BF 7.8	57.0	10x3 1/2	7.8	57.0	10x3 1/2	L
5	FW97S, FD97S	FC90 4-5	4355	192 222	19500	8200	P36x8	DP36x8	Wau 6SRLL	6-4x4 1/2	Ownc UC2	U4 Op Own	U4 Op Own	BF 7.7	51.6	12x3 1/2	7.7	51.6	12x3 1/2	L
6	FC100	FC100 5-5 1/2	4185	192 222	20000	7750	P36x8	DP36x8	Wau 6MK	6-4x4 1/2	Ownc UC2	U4 Op Own	U4 Op Own	BF 7.7	51.6	12x3 1/2	7.7	51.6	12x3 1/2	L
7	FC105 5 1/2	4645	192 222	21000	8000	B9 00/20	DP40x8	Wau 6SRLL	6-4x4 1/2	Ownc UC2	U4 Op Own	U4 Op Own	U4 Op Own	BF 7.8	55.3	12x3 1/2	7.8	55.3	12x3 1/2	L
8	FW115, FD115	FC105 5-6	4690	192 222	21500	8200	P36x8	DP36x8	Wau 6SRLL	6-4x4 1/2	Ownc UC2	U4 Op Own	U4 Op Own	BF 7.8	55.3	12x3 1/2	7.8	55.3	12x3 1/2	L
9	FC115	FC105 5-6	4700	192 222	21500	8200	P36x8	DP36x8	Wau 6SRLL	6-4x4 1/2	Ownc UC2	U4 Op Own	U4 Op Own	BF 7.8	55.3	12x3 1/2	7.8	55.3	12x3 1/2	L
10	FC120S	FC120S 7-8	4900	192 222	24000	8400	B9 75/20	DP42x8	Wau 6SRLL	6-4x4 1/2	Ownc UC2	U4 J 3 Own	U4 J 3 Own	BF 7.8	66.1	12x3 1/2	7.8	66.1	12x3 1/2	L
11	FW140, FD140	FC135 7-8	6005	192 222	28000	10050	P40x8	DP42x8	Wau SRR	6-4x4 1/2	Ownc UC2	U4 Op Own	U4 Op Own	BF 7.0	66.6	15x3 1/2	7.0	66.6	15x3 1/2	L
12	FC135	FC135 7-8	4800	192 222	27000	8900	P40x8	DP40x8	Wau SRR	6-4x4 1/2	Ownc UC2	U4 Op Own	U4 Op Own	BF 7.0	66.6	15x3 1/2	7.0	66.6	15x3 1/2	L
13	FC140	FC140 8-8 1/2	5595	200 230	29000	9350	P40x8	DP40x8	Wau AB	6-4x4 1/2	Ownc UC8	U4 Op Own	U4 Op Own	BF 7.0	66.6	15x3 1/2	7.0	66.6	15x3 1/2	L
14	FW170, FD170	FC140 8-8 1/2	6180	200 230	29000	10100	P40x8	DP40x8	Wau AB	6-4x4 1/2	Ownc UC8	U4 Op Own	U4 Op Own	BF 7.0	66.6	15x3 1/2	7.0	66.6	15x3 1/2	L
15	FC170	FC170 9-10	6900	200 230	34000	10550	P40x8	DP42x8	Wau AB	6-4x4 1/2	Ownc UC8	U4 Op Own	U4 Op Own	BF 7.0	66.6	15x3 1/2	7.0	66.6	15x3 1/2	L
16	FW170, FD170	FC170 9-10	6900	200 230	34000	10550	P40x8	DP42x8	Wau AB	6-4x4 1/2	Ownc UC8	U4 Op Own	U4 Op Own	BF 7.0	66.6	15x3 1/2	7.0	66.6	15x3 1/2	L
17	FD195	FC170 9-10	6900	200 230	34000	10550	P40x8	DP42x8	Wau AB	6-4x4 1/2	Ownc UC8	U4 Op Own	U4 Op Own	BF 7.0	66.6	15x3 1/2	7.0	66.6	15x3 1/2	L
18	Stewart	41X 3-4	695	124 134	2875	B6 50/18	DB6 50/18	Cum H Dle.	6-4x6	BL 734	U4 Op Wia 1910W	U4 No Cla	U4 No Cla	BF 5.4	35.1	6x2 1/2	5.4	35.1	6x2 1/2	T
19	42X 3-4	695	124 134	2875	B6 50/18	DB6 50/18	Cum H Dle.	6-4x6	BL 734	U4 Op Wia 1910W	U4 No Cla	U4 No Cla	U4 No Cla	BF 5.4	35.1	6x2 1/2	5.4	35.1	6x2 1/2	T
20	29XS 2 1/2	1990	165 220	5260	B7 00/20	DB7 00/20	Lye	6-3x4 1/2	BL 524	U4 No Cla	U4 No Cla	U4 No Cla	U4 No Cla	BF 6.3	44.4	7 1/2x2 1/2	6.3	44.4	7 1/2x2 1/2	T
21	32X 2 1/2	1990	165 220	5260	B7 00/20	DB7 00/20	Lye	6-3x4 1/2	BL 524	U4 No Cla	U4 No Cla	U4 No Cla	U4 No Cla	BF 6.3	44.4	7 1/2x2 1/2	6.3	44.4	7 1/2x2 1/2	T
22	58-8 2 1/2	2390	170 226	5970	B7 00/20	DB7 00/20	Lye	6-3x4 1/2	BL 524	U4 No Cla	U4 No Cla	U4 No Cla	U4 No Cla	BF 6.3	44.4	7 1/2x2 1/2	6.3	44.4	7 1/2x2 1/2	T
23	18X 3	2390	170 226	5970	B7 00/20	DB7 00/20	Lye	6-3x4 1/2	BL 524	U4 No Cla	U4 No Cla	U4 No Cla	U4 No Cla	BF 6.3	44.4	7 1/2x2 1/2	6.3	44.4	7 1/2x2 1/2	T
24	19X 3 1/2	3690	165 235	7110	B9 00/20	DB9 00/20	Lye	6-3x4 1/2	BL 524	U4 No Cla	U4 No Cla	U4 No Cla	U4 No Cla	BF 6.3	44.4	7 1/2x2 1/2	6.3	44.4	7 1/2x2 1/2	T
25	38-6 3 1/2	3990	170 241	7600	B9 00/20	DB9 00/20	Lye	6-3x4 1/2	BL 524	U4 No Cla	U4 No Cla	U4 No Cla	U4 No Cla	BF 6.3	44.4	7 1/2x2 1/2	6.3	44.4	7 1/2x2 1/2	T
26	38-8 3 1/2	3990	170 241	7600	B9 00/20	DB9 00/20	Lye	6-3x4 1/2	BL 524	U4 No Cla	U4 No Cla	U4 No Cla	U4 No Cla	BF 6.3	44.4	7 1/2x2 1/2	6.3	44.4	7 1/2x2 1/2	T
27	31X 5	5190	165 235	10340	B10 50/24	DB10 50/24	Lye	6-4x4 1/2	BL 734	U4 No Cla	U4 No Cla	U4 No Cla	U4 No Cla	BF 7.8	147.9	9x2 1/2	7.8	147.9	9x2 1/2	T
28	Studebaker	(11)S 1 1/2-2 1/2	670	130 165	9000	3110	B6 00/20	P32x6	Ownc	6-3x4 1/2	War T9	U4 No Cla B373	U4 No Cla B373	BF 5.5	66.3	6x2 1/2	5.5	66.3	6x2 1/2	T
29	S-4 1 1/2-2 1/2	785	130 165	10500	3385	B6 00/20	DP36x8	Ownc	6-3x4 1/2	War T9	U4 No Cla B412	U4 No Cla B412	BF 5.5	66.3	6x2 1/2	5.5	66.3	6x2 1/2	T	
30	S-6 2-3	945	141 165	12000	3930	B6 50/20	DP36x8	Ownc	6-3x4 1/2	War T9	U4 No Cla B412	U4 No Cla B412	BF 5.5	66.3	6x2 1/2	5.5	66.3	6x2 1/2	T	
31	S-8 3-4	1350	141 183	16000	4855	B6 50/20	DP32x6	Ownc	6-3x4 1/2	War T9	U4 J 2 Tim 54200	U4 J 2 Tim 54200	BF 5.5	66.3	6x2 1/2	5.5	66.3	6x2 1/2	T	
32	Walter	FN 2 1/2-3	4500	120 144	15000	7500	B9 00/20	DB9 00/20	Ownc 6MK	6-4x4 1/2	Ownc FKM	U5 No Own FKM	U5 No Own FKM	BF 7.0	70.0	7x2 1/2	7.0	70.0	7x2 1/2	P
33	FKD 4-6	6300	118 136	24000	8500	B9 00/24	DB9 00/24	Ownc 6SRLL	6-4x4 1/2	Ownc FKM	U5 No Own FKM	U5 No Own FKM	BF 7.0	70.0	7x2 1/2	7.0	70.0	7x2 1/2	P	
34	FCS 6-7	7200	136 160	27000	9500	B9 75/24	DB9 75/24	Ownc 6SRLL	6-4x4 1/2	Ownc FKM	U5 No Own FKM	U5 No Own FKM	BF 7.0	70.0	7x2 1/2	7.0	70.0	7x2 1/2	P	
35	FBS 6-7	7900	136 160	27000	9500	B9 75/24	DB9 75/24	Ownc 6RB	6-4x4 1/2	Ownc FKM	U5 No Own FKM	U5 No Own FKM	BF 7.0	70.0	7x2 1/2	7.0	70.0	7x2 1/2	P	
36	FBRSS 7-9	8300	136 160	32000	10500	B10 50/24	DB10 50/24	Ownc 6RB	6-4x4 1/2	Ownc FKM	U5 No Own FKM	U5 No Own FKM	BF 7.0	70.0	7x2 1/2	7.0	70.0	7x2 1/2	P	
37	25R14 3-4	2900	176 208	14000	6200	B8 25/20	DB8 25/20	Wau ML	6-4x4 1/2	BL 324	U4 No Tim 56200H	U4 No Tim 56200H	BF 6.3	44.4	7 1/2x2 1/2	6.3	44.4	7 1/2x2 1/2	B	
38	25R18 3-4	3275	176 208	18000	6400	B9 00/20	DB9 00/20	Wau MK	6-4x4 1/2	BL 324	U4 No Tim 56200H	U4 No Tim 56200H	BF 6.3	44.4	7 1/2x2 1/2	6.3	44.4	7 1/2x2 1/2	B	
39	30R19 3-4	3675	194 226	19000	7000	B9 00/20	DB9 00/20	Wau MK	6-4x4 1/2	BL 524	U4 No Tim 56200H	U4 No Tim 56200H	BF 6.3	44.4	7 1/2x2 1/2	6.3	44.4	7 1/2x2 1/2	B	
40	30R23 3-4	4175	194 226	23000	7300	B9 75/20	DB9 75/20	Wau MK	6-4x4 1/2	BL 524	U4 No Tim 56200H	U4 No Tim 56200H	BF 6.3	44.4	7 1/2x2 1/2	6.3	44.4	7 1/2x2 1/2	B	
41	35R 4-5	4975	194 226	25000	8700	B9 75/20	DB9 75/20	Wau SRR	6-4x4 1/2	BL 534	U4 No Tim 56200H	U4 No Tim 56200H	BF 6.3	44.4	7 1/2x2 1/2	6.3	44.4	7 1/2x2 1/2	B	
42	55R 5-6	5750	203 224	30000	10050	B10 50/20	DB10 50/20	Wau SRR	6-4x4 1/2	BL 724	U4 No Tim 66720W	U4 No Tim 66720W	BF 6.3	44.4	7 1/2x2 1/2	6.3	44.4	7 1/2x2 1/2	B	
43	55RH 5-7 1/2	6350	210 231	30000	10500	B10 50/20	DB10 50/20	Wau RB	6-4x4 1/2	BL 734	U4 No Tim 66720W	U4 No Tim 66720W	BF 6.3	44.4	7 1/2x2 1/2	6.3	44.4	7 1/2x2 1/2	B	
44	55R 5-7 1/2	6750	210 231	30000	10600	B10 50/20	DB10 50/20	Wau RB	6-4x4 1/2	BL 734	U4 No Tim 66720W	U4 No Tim 66720W	BF 6.3	44.4	7 1/2x2 1/2	6.3	44.4	7 1/2x2 1/2	B	
45	50D 7 1/2-10	7350	159 173	36000	11000	P40x8	DP40x8	Wau SRR	6-4x4 1/2											

Line Number	MAKE AND MODEL	Wheels Driven—6-Wheelers	GENERAL (See Keynote)				TIRE SIZE		MAJOR UNITS										FRAME			
			Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	ENGINE		TRANSMISSION		REAR AXLE				Side Rail Dimensions	Type		
											Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aux. Location and Speeds	Make and Model	Gear and Type	Drive and Torque			GEAR RATIOS	
																					In High	In Low
1	Ind. 95SBT-151	2C	1675	168	186	20000	5500	P32x6	DP32x6	Her JXC	6-3 1/2 x 4 1/4	BL 224	U4	No	Tim SBT151	SF	T 7.4	45.8	7 1/2 x 3 1/4	C		
2	95SW 75	4R	1735	168	186	20000	5800	P32x6	DP32x6	Her JXC	6-3 1/2 x 4 1/4	BL 224	U4	No	Tim SW75	WF	T 7.4	45.8	7 1/2 x 3 1/4	C		
3	17SBT 251	2C	3250	188	224	28000	8550	P34x7	DP34x7	Her YXC	6-4 1/2 x 4 1/4	BL 334	U4	Op	Tim SBT251	SF	R 6.1	37.8	8 1/2 x 3 1/4	TL		
4	17SW 251	4R	3475	188	224	28000	9000	P34x7	DP34x7	Her YXC	6-4 1/2 x 4 1/4	BL 334	U4	Op	Tim SW251	WF	R 6.2	38.1	8 1/2 x 3 1/4	TL		
5	106SW 151	4R	2675	188	212	24000	7500	P32x6	DP32x6	Her WXC	6-4 1/2 x 4 1/4	BL 324	U4	No	Tim SW151	WF	R 6.4	42.6	8 1/2 x 3 1/4	TL		
6	Ken. 186SDT	2C	6450	205	235	38000	10500	B9.00/20	DB9.00/20	Her YXC2	6-4 1/2 x 4 1/4	BL 1554	U4	A 3	Tim Sdt310W	2F	H 7.33	104	9 1/2 x 3 1/4	T		
7	241SDT	2C	6850	205	235	40500	11000	B9.00/20	DB9.00/20	Her RXB	6-4 1/2 x 5 1/2	BL 714	U4	A 3	Tim Sdt310W	2F	H 7.33	85.5	9 1/2 x 3 1/4	T		
8	346A	4R	8800	210	240	40500	13000	B9.75/20	DB9.75/20	Has 160	6-4 1/2 x 5 1/2	BL 714	U4	A 3	Tim SW310W	WF	H 7.25	84.5	8 1/2 x 3 1/4	C		
9	346B	4R	8550	210	240	40500	13000	B9.75/20	DB9.75/20	Bud GF-6	6-4 1/2 x 5 1/2	BL 714	U4	A 3	Tim SW310W	WF	H 7.25	98.4	8 1/2 x 3 1/4	C		
10	346C	4R	9500	210	240	40500	14000	B9.75/20	DB9.75/20	Has 175	6-5 x 6	BL 714	U4	A 3	Tim SW310W	WF	H 7.25	98.4	8 1/2 x 3 1/4	C		
11	386C	4R	10200	210	240	50100	14500	B9.75/20	DB9.75/20	Has 175	6-5 x 6	BL 714	U4	A 3	Tim SW410W	WF	H 7.60	103	8 1/2 x 3 1/4	C		
12	Kleiber 250	4R	6000	201	210	28000	10060	B9.00/20	DB9.00/20	Con 20R	6-4 1/2 x 4 1/2	BL 714-60	A 7	A 7	Tim Sw200W	WF	R 7.75	73.6	7 1/2 x 3 1/4	P		
13	340T	4R	7000	210	215	34000	11900	B9.75/20	DB9.75/20	Con 21R	6-4 1/2 x 4 1/2	BL 714-60	A 7	A 3	Tim Sw300W	WF	R 9.33	88.6	8 1/2 x 3 1/4	F		
14	340T	4R	8000	215	225	34000	13650	B9.75/20	DB9.75/20	Con 22R	6-4 1/2 x 4 1/2	BL 714-60	A 7	A 3	Tim Sw400W	WF	R 10.3	98.1	8 1/2 x 3 1/4	F		
15	La Fran-R. Q6	4R	11625	210	260	40000	14900	B10.50/20	DB10.50/20	Own 312B	12-4 x 5	BL 714	U4	No	Tim SWD410	WF	Opt. Opt	123 1/2 x 3 1/4	L			
16	LeMoon(9) 701	4R	4475	187	199	25500	8500	B8.25/20	DB8.25/20	Lyc AEC	8-3 1/2 x 4 1/4	Fu VUOG	U5	No	Ti 63703-07H	WF	R 6.20	43.8	7 1/2 x 3 1/4	B		
17	801	4R	5100	187	199	32500	9720	B9.00/20	DB9.00/20	Lyc AEC	8-3 1/2 x 4 1/4	Fu VUOG	U5	No	Ti 65703-07H	WF	H 6.75	47.7	7 1/2 x 3 1/4	B		
18	802	4R	5350	187	199	32500	9800	B9.00/20	DB9.00/20	Wau 6SR	6-4 1/2 x 5 1/2	Fu VUOG	U5	No	T65703-07H	WF	H 6.75	47.7	7 1/2 x 3 1/4	B		
19	900	4R	6775	191	203	36000	12000	B9.75/20	DB9.75/20	Wau 6SR	6-4 1/2 x 5 1/2	BL 607	A 7	No	Tim SW310W	WF	H 9.25	86.9	9 1/2 x 3 1/4	B		
20	1200	4R	7950	196	208	40000	12600	B9.75/24	DB9.75/24	Wau 6AB	6-4 1/2 x 5 1/2	BL 714	U4	3	Tim SW310W	WF	H 9.25	128	9 1/2 x 3 1/4	B		
21	1200	4R	8500	196	208	40000	14000	B9.75/24	DB9.75/24	Wau 6RB	6-5 x 5 1/2	BL 714	U4	3	Tim SW410W	WF	H 9.25	128	9 1/2 x 3 1/4	B		
22	1200D	4R	9750	196	208	40000	14000	B9.75/24	DB9.75/24	Cum. Die H6	6-4 1/2 x 5 1/2	BL 735	U5	No	Tim SW410W	WF	H 7.6	47.6	9 1/2 x 3 1/4	B		
23	Maccar. SW36	2R	8250	210	250	38700	14450	B10.50/20	DB10.50/20	Wau 6SR	6-4 1/2 x 5 1/2	BL 615	A 5	No	Tim SWT420	WF	R 7.6	62.5	12 1/2 x 3 1/4	P		
24	Mack. BX	4R	8150	178	207	35400	12000	B8.25/22	DB8.25/22	Own BX	6-4 1/2 x 5 1/2	Own BX	U4	No	Own BX6	2F	R 6.53	46.0	9 1/2 x 3 1/4	C		
25	BQ	4R	9350	224	248	41500	15000	B9.75/22	DB9.75/22	Own BQ	6-4 1/2 x 5 1/2	Own BQ	A 4	No	Own BX6	2F	R 6.54	41.9	10 1/2 x 3 1/4	C		
26	AC	4R	8500	217	257	50500	14550	P40x8	DP40x8	Own BQ	6-4 1/2 x 5 1/2	Own AC	J 4	No	Own AC	CD	R 9.26	59.4	8 1/2 x 3 1/4	C		
27	AK	4R	9000	217	257	50500	15900	B9.75/22	DB9.75/22	Own BQ	6-4 1/2 x 5 1/2	Own AC	A 4	No	Own AK6	2F	R 9.26	59.4	8 1/2 x 3 1/4	C		
28	AP	4R	10500	217	257	51000	14850	P40x8	DP40x8	Own AP	6-5 x 6	Own AC	J 4	No	Own AP	CD	R 9.26	59.4	8 1/2 x 3 1/4	C		
29	AP	4R	11000	217	257	50500	16400	B9.75/22	DB9.75/22	Own AP	6-5 x 6	Own AC	A 4	No	Own AK6	2F	R 9.26	59.4	8 1/2 x 3 1/4	C		
30	Mar-Herr. TH310A	6-10	10000	191	229	34070	13800	B9.75/22	DB9.75/22	Her RXC	6-4 1/2 x 5 1/2	Fu VUOG	U5	A 2	Wls SD310W	2F	R 9.11	164	8 1/2 x 3 1/4	P		
31	TH330-6	10-12	15000	225	255	43075	18900	B10.50/22	DB10.50/22	Her HXB	6-5 x 6	BL 724	U4	A 3	Wls SD420A	2F	R 9.11	189	10 1/2 x 3 1/4	P		
32	TH330-6	12-15	17500	225	255	50130	20100	B11.25/24	DB11.25/24	Her HXD	6-5 x 6	BL 734	U4	A 3	Wls SD510	2F	R 10.2	189	10 1/2 x 3 1/4	P		
33	Mor'd. RA-15	4	1550	170	Op	15500	5300	B6.50/20	DB6.50/20	Her JXC	6-3 1/2 x 4 1/4	BL 224	U4	No	Tim SBT75	SF	R 5.66	35.0	7 1/2 x 3 1/4	T		
34	RA20	2C	1885	184	Op	20000	6350	P32x6	DP32x6	Her JXC	6-3 1/2 x 4 1/4	BL 224	U4	No	Tim SBT151	SF	R 6.16	38.2	9 1/2 x 3 1/4	T		
35	P-A. 34L50184	4R	6600	200	240	34000	13200	B9.75/20	DB9.75/20	Her RXB	6-4 1/2 x 5 1/2	Co TNU	U4	Op	Tim SW310	W	A 9.25	49.0	10 1/2 x 3 1/4	C		
36	34K61184	4R	7200	180	240	34000	14200	B9.75/20	DB9.75/20	Her GXA	6-4 1/2 x 5 1/2	Own 618290	U4	Op	Tim SW310	W	A 7.75	40.6	10 1/2 x 3 1/4	C		
37	44K77984	4R	7500	180	200	34500	14500	B10.50/20	DB10.50/20	Her HXA	6-5 x 6	Own 618290	U4	Op	Tim SW410	W	A 9	47.2	10 1/2 x 3 1/4	C		
38	Relay 608W	2R	6545	175	205	36500	12000	P38x7	DP40x8	Bud BA6	6-4 1/2 x 5 1/2	Fu VU16	U5	No	Own 60	2R	R 9.09	63.6	8 1/2 x 3 1/4	L		
39	Sterling FBT152	2R	4580	174	204	30400	9500	B9.00/20	DB9.00/20	Wau 6-110	6-4 x 4 1/2	Own UC7	U5	No	Own	2F	R 7.8	55.5	10 1/2 x 3 1/4	L		
40	FDT152	2R	4705	174	204	30400	9700	B9.00/20	DB9.00/20	Wau 6-110	6-4 x 4 1/2	Own UC7	U5	No	Own	2F	R 9.0	52.7	10 1/2 x 3 1/4	L		
41	FDS180	4R	8925	158	Op	36000	12850	P40x8	DP40x8	Wau AB	6-4 1/2 x 5 1/2	Own UC8	U4	A 3	Tim 310	2F	R 9.1	113	15 1/2 x 3 1/4	L		
42	FDS200	4R	9510	159	Op	40000	13550	P40x8	DP40x8	Wau RB	6-5 x 5 1/2	Own UC8	U4	A 3	Tim 410	2F	R 9.1	113	15 1/2 x 3 1/4	L		
43	FCS210	4R	10825	Op	Op	42000	14750	P40x8	DP40x8	Wau RB	6-5 x 5 1/2	Own UC8	U4	A 3	Own	2F	R 9.5	59.6	15 1/2 x 3 1/4	L		
44	FDT200	2R	7670	178	208	40000	12050	P40x8	DP40x8	Wau 6-125	6-4 1/2 x 5 1/2	Own UC2	U4	Op	Own	2F	R 8.85	58.8	12 1/2 x 3 1/4	L		
45	FDT250	2R	8855	186	216	50000	13550	P42x9	DP42x9	Wau RB	6-5 x 5 1/2	Own UC8	U4	Op	Own	2F	R 8.85	55.5	15 1/2 x 3 1/4	L		
46	FCT180	2R	7265	178	208	36000	11200	P36x8	DP36x8	Wau SRL	6-4 1/2 x 5 1/2	Own UC2	U4	Op	Own	2F	R 8.2	54.5	12 1/2 x 3 1/4	L		
47	FCT200	2R	7685	178	208	40000	11800	P40x8	DP40x8	Wau 6-125	6-4 1/2 x 5 1/2	Own UC2	U4	Op	Own	2F	R 8.3	61.8	12 1/2 x 3 1/4	L		
48	Wht. 630SW200	4R	6245	193	205	36500	10000	B8.25/20	DB8.25/20	Own 3AD	6-4 x 5 1/2	Own 4B	U4	No	Tim SW200H	WF	R 6.75	44.2	8 1/2 x 3 1/4	L		
49	642SW320	4R	8025	198	210	34000	12670	B9.00/20	DB9.00/20	Own 1AB	6-4 1/2 x 5 1/2	Own 7B	U4	No	Tim SW310W	WF	R 8.5	55.6	8 1/2 x 3 1/4	C		
50	643SW420	4R	8550	198	215	34000	14400	P40x8	DP40x8	Own 1AB	6-4 1/2 x 5 1/2	Own 7B	U4	No	Tim SW410W	WF	R 10.2	69.1	8 1/2 x 3 1/4	C		

KEY TO ABBREVIATIONS AND REFERENCE MARKS

GENERAL

Chassis Price—Chassis price quoted applies to the standard wheelbase and specifications listed. All prices are F.O.B. factory.

***—List price not yet established.

Ready next issue

Tonnage Rating—Where a spread of ratings is given the maximum ratings are for ideal operating conditions and the minimum for extremely difficult conditions; the ranges between are for varying operating conditions.

Gross Vehicle Weight—Is chassis weight, plus body and cab, plus payload. Gross vehicle weight given for a model is based on maximum recommended tire size and not on tires listed as standard equipment.

Chassis Weight Stripped—Includes gas, oil and water and all things included in chassis price. Does not include the weight of cab.

AMERICAN GASOLINE

MAKE AND MODEL	GENERAL						ENGINE				ELECTRICAL SYSTEM				GOVERNOR		TRANS					
	Passenger Rating	Price—Chassis	Standard Wheelbase (Ins.)	Tread, Front and Rear (Ins.)	Chassis Weight (Lbs.)	Tires Type and Sizes		Make and Model	Number of Cylinders, Bore and Stroke (Ins.)	Rated Horse Power (N.A.C.C.)	Valve Arrangement	Oiling System Pressure to	Fuel System		Ignition System		Generator and Starter Make	Battery		Maximum Governed Speed (M.P.H.)	Clutch	
						Front (Ins.)	Rear (Ins.)						Carburetor Make	Feed	Make	Current Source		Make	Voltage and Amp. Hour Capacity		Type	Type
A.C.F.	85	21	186	65-69%	6400	B8.25/20	B8.25/20d	ACF-HaSi147	6-4x5	38.4	I. abe.	Zen.	V.	D-R.	B.	D-R.	Opt.	12-108	Su.	55.0	B-L.	SP.
A.C.F.	216	25	217	69-69%	7300	B8.25/20	B8.25/20d	ACF-HaSi147	6-4x5	38.4	I. abe.	Zen.	V.	D-R.	B.	D-R.	Opt.	12-108	Su.	55.0	B-L.	SP.
A.C.F.	30A	29	230	72-73½	9300	B9.75/22	B9.75/22d	ACF-HaSi160	6-4½x5½	43.3	I. abe.	Zen.	V.	D-R.	B.	D-R.	Opt.	12-131	Su.	60.0	B-L.	SP.
A.C.F.	701	33	240	79½-74	10500	B9.75/22	B9.75/22d	ACF-HaSi160	6-4½x5½	43.3	I. abe.	Zen.	V.	D-R.	B.	D-R.	Opt.	12-180	Su.	60.0	B-L.	SP.
A.C.F.	175	33	264	79½-74	11200	B10.50/22	B10.50/20d	ACF-HaSi175	6-5x6	60.0	I. abe.	Zen.	P.	D-R.	B.	D-R.	Opt.	12-180	Su.	65.0	Long.	DP.
A.C.F.	160A	28-31	188	79-69%	8600	B9.00/20	B9.00/20d	ACF-HaSi166	6-4½x5½	43.3	I. abe.	Zen.	P.	D-R.	B.	D-R.	Opt.	12-134	Su.	55	B-L.	SP.
A.C.F.	511	40	230	79-74	8600	B9.75/22	B9.75/22d	HaS. 166-2	6-4½x5½	43.3	I. abe.	Zen.	P.	D-R.	B.	D-R.	Opt.	12-187	Su.	45	B-L.	SP.
Brockway	140B	21-25	2950	188°	6250	P-32x6	P-32x6d	Cont.	30B 6-4x4½	38.4	I. abee	Zen.	P.	L-N.	B.	L-N.	Exi.	12-240	Su.	35.0	B-L.	SP.
Brockway	170B	21-25	3600	188°	7525	P-32x6	P-32x6d	Cont.	33B 6-4½x4½	40.8	I. abe.	Zen.	P.	L-N.	B.	L-N.	Exi.	12-240	Su.	35.0	B-L.	SP.
Brockway	195B	25-29	4350	200°	8500	P-34x7	P-34x7d	Cont.	33B 6-4½x4½	40.8	I. abe.	Zen.	P.	L-N.	B.	L-N.	Exi.	12-240	Su.	35.7	B-L.	SP.
Brockway	220B	25-29	5100	200°	9000	P-36x8	P-36x8d	Cont.	34B 6-4½x4½	45.9	I. abe.	Zen.	P.	L-N.	B.	L-N.	Exi.	12-240	Su.	35.0	B-L.	SP.
Day-Elder	30A	30	5900	234°	8600	B9.00/20	B9.00/20d	Cont.	21R 6-4½x4½	45.9	I. abee	Zen.	P.	D-R.	R.	D-R.	USL	12-142	Su.	40.0	Sp.	SP.
Fageol	80	29-40	6850	232½	8750	P-36x6	P-36x6	Wau. 6RB	6-5x5½	60.0	L. abe.	Zen.	P.	D-R.	B.	D-R.	Exi.	12-120	Ce.		B-L.	
Fageol	90	29-40	6850	232½	8750	P-36x6	P-36x6	Hall-Scott160	6-4½x5½	43.5	I. abe.	Zen.	P.	D-R.	B.	D-R.	Exi.	12-120	Ce.		B-L.	
Fargo	80	21	165	64½-66½		B7.50/20	B7.50/20d	Own.	Z 6-3x5½	31.5	L. abe.	Stw.	P.	D-R.	B.	N-D	Wil.	12-120	Su.	43.0	B&B.	SP.
Fargo	81	21	165	64½-66½		B7.00/20	B7.00/20d	Own.	Z 6-3x5½	31.5	L. abe.	Stw.	P.	D-P.	B.	N-D	Wil.	12-120	Su.	43.0	B&B.	SP.
Fargo	90	21	172	72½-72½		B8.25/20	B8.25/20d	Own.	CG 8-3x5½	39.2	L. abe.	Stw.	P.	D-R.	B.	D-R.	Wil.	12-160	Su.	47.0	B&B.	SP.
Fargo	91	21	172	72½-72½		B7.50/20	B7.50/20d	Own.	CG 8-3x5½	39.2	L. abe.	Stw.	P.	D-R.	B.	D-R.	Wil.	6-160	Su.	56.5	B&B.	SP.
Fargo	94	29	238	72½-72½		B8.25/20	B8.25/20d	Own.	CG 8-3x5½	39.2	L. abe.	Stw.	P.	D-R.	B.	D-R.	Wil.	12-144	Su.	55.0	B&B.	SP.
Fargo	95	29	238	72½-72½		B9.00/20	B9.00/20d	Own.	CG 8-3x5½	39.2	L. abe.	Stw.	P.	D-R.	B.	D-R.	Wil.	12-160	Su.	50.0	B&B.	SP.
Gramm	175	21	3695	190	66-69½	6750	B7.50/20	Cont.	20R 6-4½x4½	40.8	I. abcd.	Zen.	P.	L-N.	B.	L-N.	USL	12-	Su.	51	B-L.	SP.
Gramm	178	25	4475	190°	7000	B8.25/20	B8.25/20d	Cont.	21R 6-4½x4½	45.9	I. abcd.	Zen.	P.	L-N.	B.	L-N.	USL	12-	Su.		B-L.	SP.
Gramm	131	35	6675	236°	9600	B9.00/20	B9.00/20d	Cont.	16H 6-4½x5½	54.0	L. abcd.	Zen.	P.	L-N.	B.	L-N.	USL	12-	Ce.	50	Ful.	MDD.
Guider	CB20	20	2150	160	60½-64	4400	B6.50/20	Here.	JXC 6-3x4½	33.7	L. abe.	Zen.	P.	Remy	B.	Remy	Wil.	6-153	Su.		B&B.	SP.
Guider	EB26	21	3450	184	70½-67½	5400	B7.50/20	Here.	WXC2 6-4x4½	40.3	L. abe.	Zen.	P.	Remy	B.	L-N.	Wil.	12-120	Su.		B-L.	SP.
Guider	GB35	25	4550	208	71½-67½	6000	B8.25/20	Here.	WXC3 6-4x4½	43.3	L. abe.	Zen.	P.	Remy	B.	L-N.	Wil.	12-140	Su.		B-L.	SP.
Guider	CB25	21	2750	184	64-64½	4800	B7.50/20	Here.	WXC 6-4x4½	38.4	L. abe.	Zen.	P.	Remy	B.	Remy	Wil.	6-153	Su.		B-L.	SP.
Guider	GB40	29	4850	208	71½-69½	6050	B8.25/20	Here.	YXC 6-4x4½	45.9	L. abe.	Zen.	P.	Remy	B.	L-N.	Wil.	12-140	Su.		B-L.	SP.
Guider	GB45	29	5750	208	71½-69½	6500	B9.00/20	Here.	YXC2 6-4x4½	48.6	L. abe.	Zen.	P.	Remy	B.	L-N.	Wil.	12-160	Su.		B-L.	SP.
Guider	GB50	29	6000	208	71½-69½		B9.00/20	Here.	YXC 6-4x4½	48.6	L. abe.	Zen.	P.	Remy	B.	L-N.	Wil.	12-160	Su.		B-L.	SP.
Indiana	14B	16-21	1600	180	61-67½	5100	B7.50/20	Here.	JXC 6-3x4½	33.7	L. ab.	Str.	P.	A-L.	B.	Vesta.	6-110	Su.	41.0	B-L.	SP.	
Indiana	12SB	13	1300	169	64-64½	4700	B7.50/20	Here.	JXC 6-3x4½	33.7	L. ab.	Str.	P.	A-L.	B.	Vesta.	6-110	Su.	43.3	B-L.	SP.	
Mack	BC	17-21	3750	183	66-64½	5850	B7.50/20	Own.	BG 6-3x5½	31.6	L. abcd.	Str.	P.	N-E.	B.	N-E.	Exi.	12-118	Ce.	49.4	Own.	SP.
Mack	City AB	29-33	4650	231°	71½-66½	8300	P-34x7	Own.	AB 4-4x5	28.9	L. abe.	Str.	V.	N-E.	B.	N-E.	Exi.	12-158	Ce.	42.1	Own.	MDD.
Mack	Interstate City BK	25-33	5450	202°	71½-66½	9200	P-34x7	Own.	BX 6-4x5½	43.3	L. abcd.	Str.	P.	N-E.	B.	N-E.	Exi.	12-158	Ce.	52.8	Own.	SP.
Mack	Interstate City BK	29-40	6600	265	71½-68½	11200	P-36x8	Own.	BQ 6-4x5½	54.1	L. abe.	Str.	P.	N-E.	B.	N-E.	Exi.	12-158	Ce.	53.5	Own.	SP.
Mack	BT	42-44	196	82½-72½		B12.00/20	B9.00/22d	Own.	BQ 6-4x5½	54.1	L. abe.	Str.	P.	L-N.	B.	L-N.	Exi.	12-237	Ce.	51.7	Own.	SP.
Mack	CL	29-30	158	81-75½		B10.50/20	B8.25/22d	Own.	BQ 6-4x5½	54.1	L. abe.	Str.	P.	N-E.	B.	N-E.	Exi.	12-158	Ce.	44.2	Own.	SP.
Rehberger	B40	29	4300	224°	71½-70	7500	B9.00/20	Buda.	L525 6-4x5½	48.6	L. abcd.	Zen.	P.	L-N.	B.	L-N.	Wil.	12-133	Su.		B-L.	SP.
Reo	GB	21	179	64½-68	4850	B7.50/20	B7.50/20d	Own.	S5 6-3x5½	31.5	L. abe.	Zen.	P.	D-R.	B.	D-R.	Wil.	6-245	Su.	2800	Lipe.	SP.
Reo	21	12-15	1235	166	59½-65½	4115	B6.50/20	Own.	S3 6-3x5½	27.3	L. abe.	Zen.	P.	D-R.	B.	D-R.	Wil.	6-245	Su.	2800	Long.	SP.
Studebaker	111	25	4295	220	63-64	6200	B8.25x20	Own.	8-3x4x4½	39.2	L. abe.	Str.	P.	D-R.	B.	D-R.	Wil.	12-108	N-P.		Long.	MDD.
Studebaker	99	22	3795	184	63-64	5680	B7.50x20	Own.	8-3x4x4½	39.2	L. abe.	Str.	P.	D-R.	B.	D-R.	Wil.	12-108	N-P.		Long.	MDD.
Studebaker	88	22	3295	184	57-61½	5200	B7.50x20	Own.	8-3x4x4½	39.2	L. abe.	Str.	P.	D-R.	B.	D-R.	Wil.	12-108	N-P.		Long.	MDD.
Twin Coach	30A		172	78-72½		B9.00/18	B8.25/20d	Own.	WXR 6-4x4½	43.3	L. abcd.	Zen.	P.	Delco	B.	Delco	Exi.	12-134			Own.	SP.
Twin Coach	19		142	61½-64½		B9.00/15	B9.00/15	Own.	JXC2 6-3x4½	33.7	L. abcd.	Zen.	P.	Delco	B.	Delco	Exi.	12-			Own.	SP.
Twin Coach	40	37-40	194	81½-78½		P-40x10½	P-38x7½	Own.	WYO 6-4x4½	40.8	L. abcd.	Zen.	P.	Del.	B.	Delco	Exi.	12-134			Own.	SP.
Twin Coach	20	20-24	140	72-72		B9.00/18	B9.00/18	Own.	WYO 6-4x4½	40.8	L. abcd.	Zen.	P.	Del.	B.	Delco	Exi.	12-134			Own.	SP.
Twin Coach	30	25-28	140	78-72½		B9.00/18	B7.50/20d	Own.	WYO 6-4x4½	40.8	L. abcd.	Zen.	P.	Delco	B.	Delco	Exi.	12-134			Own.	SP.
Twin Coach	15	17	132	59½-68½		B7.50/18	B7.50/18	Own.	JXC 6-3x4½	33.7	L. abcd.	Zen.	P.	Delco	B.	Delco	Exi.	6-			Own.	SP.
Ward La France	47B	47	265	81½-74	12460	B9.75/22	B9.75/22d	Wau.	RB 6-5x5½	60.0	L. abcd.	Zen.	V.	L-N.	B.	L-N.	Wil.	6-250	Ce.	49	B-L.	SP.
Ward La France	55SW	35	256	71½-72½	10820	B9.75/20	B9.75/20d	Wau.	6SRK 6-4x5½	51.3	L. abcd.	Zen.	P.	D-R.	B.	L-N.	Wil.	6-215	Ce.	33	B-L.	SP.
White	613	16-21	2950	180	60½-65	5755	B7.50/20	Own.	4AD 6-3x4½	33.7	L. abcd.	Zen.	V.	D-R.	B.	L-N.	Wil.	6-130	Su.	Opt.	Own.	SPO.
White	65	21	4850	180	74½-67½	7550	B8.25/20	Own.	3AD 6-4x5½	38.4	I. abcd.	Zen.	P.	D-R.	B.	L-N.	Wil.	12-108	Ce.	Opt.	Own.	SPO.
White	65A	25-29	5450	212	77½-69½	8945	B9.00/20	Own.	3AD 6-4x5½	38.4	I. abcd.	Zen.	P.	D-R.	B.	L-N.	Wil.	12-108	Ce.	Opt.	Own.	SPO.
White	54	29	7500	240	73½-69	10200	B9.00/20	Own.	5A 6-4x5½	51.3	I. abcd.	Zen.	P.	D-R.	B.	L-N.	Wil.	12-152	Ce></			

MOTOR BUS CHASSIS

MISSION				REAR AXLE				BRAKES				SPRINGS				RUNNING GEAR				MAKE AND MODEL									
Gearset or Electric Driven System				Make and Model	Final Drive	Type	Total Ratio from Engine to Drive Wheels on Direct	Service		Emergency	Front	Rear	Shackles Type	Front Axle Make	Steering Gear		Wheels												
Make	Location	No. Fwd. Speeds or Elec. Motors	Low Gear Reduction					Universal Joints, Number and Make	Type and Location						Operation	Action	Braking Area (Sq. Ins.)	Type and Location	Braking Area (Sq. Ins.)		Length and Width (Ins.)	Length and Width (Ins.)	Make	Type	Outside Dia. of Minimum Turning Circle (Ft.)	Dia. of Rims	Make	No. (Dual=1)	Type and Material
B-L	Eng.	4	5.35	3-Spi.	Tim.	58200	SB	FF	4.55	I-Fw.	H-V	Pow.	475	E-Ds.	100	44-3	60-3	M	Tim.	Ross.	C&L	58	20	Budd.	4	D-P	A.C.F.	85	
B-L	Eng.	4	5.35	4-Spi.	Tim.	58200	SB	FF	5.12	I-Fw.	Hyd.	Pow.	528	E-Ds.	200	46-3	60-3	M	Tim.	Ross.	C&L	66	20	Budd.	4	D-P	A.C.F.	216	
B-L	Eng.	4	5.18	4-Spi.	Tim.	65254	Wo	FF	Opt.	I-Fw.	A-P	Pow.	630	E-Ds.	220	50-4	64-5	M	Tim.	Ross.	C&L	76	22	Budd.	4	D-P	A.C.F.	30A	
B-L	Eng.	4	5.18	4-Spi.	Tim.	59020	SB	FF	4.09	I-Fw.	A-P	Pow.	846	E-Ds.	220	43-3 1/2	64-5	M	Tim.	Ross.	C&L	82	22	Budd.	4	D-P	A.C.F.	701	
B-L	Eng.	4	5.18	4-Spi.	Tim.	59020	SB	FF	4.55	I-Fw.	A-P	Pow.	864	E-Ds.	240	43-3 1/2	64-5	M	Tim.	Ross.	C&L	82	22	Budd.	4	D-P	A.C.F.	175	
B-L	Eng.	4	6.35	3-Spi.	Tim.	58200	SB	FF	5.12	I-Fw.	A-P	Pow.	576	E-Ds.	160	52-3 1/2	60-4	M	Tim.	Ross.	C&L	60	20	Budd.	4	D-P	A.C.F.	160A	
B-L	Eng.	3	4.32	2-MU	Tim.	66251	Wo	FF	6.80	I-Fw.	A-P	Pow.	630	E-Ds.	220	49-4	64-5	M	Tim.	Hann.	C&L	72	22	Budd.	4	D-P	A.C.F.	511	
B-L	Eng.	4	6.14	3-Spi.	Wisc.	4916L	DR	FF	6.66	I-Fw.	H-V	Dir.	380	E-Ds.	40-2 1/2	60-3	M	Col.	Ross.	C&L	20	Budd.	4	D-P	Brockway	140B			
B-L	Eng.	4	6.35	3-Spi.	Wisc.	70000	DR	FF	6.28	I-Fw.	H-V	Dir.	546	E-Ds.	40-2 1/2	60-3	M	Shu.	Ross.	C&L	20	Budd.	4	D-P	Brockway	170B			
B-L	Eng.	4	6.35	3-Spi.	Wisc.	1237H	DR	FF	7.2	I-Fw.	H-V	Dir.	546	E-Ds.	40-2 1/2	60-3	M	Shu.	Ross.	C&L	20	Budd.	4	D-P	Brockway	195B			
B-L	Eng.	4	6.35	3-Spi.	Wisc.	1627KH	DR	FF	6.96	I-Fw.	H-V	Dir.	546	E-Ds.	40-2 1/2	60-3	M	Shu.	Ross.	C&L	20	Budd.	4	D-P	Brockway	220B			
Spi	Eng.	4	5.18	3-Spi.	Tim.	65720W	Wo	FF	6.80	I-Fw.	A-P	Pow.	575	I-Ds.	121	46 1/2-3	64-4	M	Shu.	Ross.	C&L	70	20	Budd.	6	D-P	Day-Elder	30A	
B-L	Eng.	4	5.18	4-Spi.	Tim.	65521	Wo	FF	6.00	I-Fw.	A-P	Pow.	364	D-Ds.	120	43-3	68-5	M	Tim.	Ross.	C&L	20	Budd.	7	D-P	Fageol	80		
B-L	Eng.	4	5.18	4-Spi.	Tim.	65521	Wo	FF	6.00	I-Fw.	A-P	Pow.	364	D-Ds.	120	43-3	68-5	M	Tim.	Ross.	C&L	20	Budd.	7	D-P	Fageol	90		
Own	Eng.	4	6.86	3-Cle.	Clark	B-640	SB	FF	6.37	I-Fw.	Hyd.	Pow.	350	E-Ds.	44	42-3	56-3 1/2	M	Own	Sag.	W&S	57 1/2	20	Budd.	6	D-P	Fargo	80	
Own	Eng.	4	6.86	3-Cle.	Clark	B-640	SB	FF	6.37	I-Fw.	Hyd.	Pow.	350	E-Ds.	44	42-3	56-3 1/2	M	Own	Sag.	W&S	57 1/2	20	Budd.	6	D-P	Fargo	81	
Own	Eng.	4	6.86	3-Cle.	Timken	65200	SB	FF	6.20	I-Fw.	Hyd.	Pow.	385	E-Ds.	88	44-3	60-3 1/2	M	Own	Sag.	W&S	58 1/2	20	Budd.	6	D-P	Fargo	90	
Own	Eng.	4	6.86	3-Cle.	Timken	65200	SB	FF	5.00	I-Fw.	Hyd.	Pow.	385	E-Ds.	88	44-3	60-3 1/2	M	Own	Sag.	W&S	62 1/4	20	Budd.	6	D-P	Fargo	91	
Own	Eng.	4	6.86	4-Cle.	Timken	65200	SB	FF	5.40	I-Fw.	Hyd.	Pow.	385	E-Ds.	44	52-3	60-3 1/2	M	Own	Sag.	W&S	75	20	Budd.	6	D-P	Fargo	94	
Own	Eng.	4	6.86	4-Cle.	Timken	65200	SB	FF	6.20	I-Fw.	Hyd.	Pow.	600	E-Ds.	44	52-3	60-3 1/2	M	Own	Sag.	W&S	75	20	Budd.	6	D-P	Fargo	95	
B-L	Eng.	4	6.2	3-Blo.	Tim.	58200	SB	FF	5.14	I-Fw.	H-V	Pow.	375	E-Ds.	45	44-2 1/2	60-3	M	Tim.	Ross.	C&L	20	Budd.	4	D-P	Gramm	175		
B-L	Eng.	4	6.3	4-Blo.	Wisc.	69317	DR	FF	5.14	I-Fw.	H-V	Pow.	375	E-Ds.	31.4	44-2 1/2	60-3	M	Tim.	Ross.	C&L	20	Budd.	4	D-P	Gramm	178		
Ful	Eng.	4	6.3	4-Blo.	Wisc.	12527	DR	FF	5.14	I-Fw.	A-P	Pow.	576	E-Ds.	61.2	44-3	60-4	M	Tim.	Ross.	C&L	20	Budd.	4	D-P	Gramm	131		
W-G	Eng.	4	6.40	3-Spi.	Tim.	53200H	SB	FF	5.14	I-Fw.	Hyd.	Dir.	249	E-Ds.	40-2 1/2	50-3	M	Tim.	Ross.	C&L	20	Budd.	6	D-P	Guildor	CB20			
B-L	Eng.	4	6.14	3-Spi.	Tim.	56200H	SB	FF	6.17	I-Fw.	Hyd.	Pow.	330	E-Ds.	42-2 1/2	60-3	M	Tim.	Ross.	C&L	20	Budd.	6	D-P	Guildor	EB26			
B-L	Eng.	4	6.14	3-Spi.	Tim.	58200H	SB	FF	6.14	I-Fw.	Hyd.	Pow.	455	E-Ds.	42-3	60-3 1/2	M	Tim.	Ross.	C&L	20	Budd.	6	D-P	Guildor	GB35			
B-L	Eng.	4	6.19	3-Spi.	Tim.	54200H	SB	FF	5.83	I-Fw.	Hyd.	Dir.	260	E-Ds.	40-2 1/2	50-3	M	Tim.	Ross.	C&L	20	Budd.	6	D-P	Guildor	CB25			
B-L	Eng.	4	6.14	3-Spi.	Tim.	58200H	SB	FF	6.14	I-Fw.	Hyd.	Pow.	455	E-Ds.	42-3	60-3 1/2	M	Tim.	Ross.	C&L	20	Budd.	6	D-P	Guildor	GB40			
B-L	Eng.	4	6.35	3-Spi.	Tim.	58252TW	SB	FF	6.14	I-Fw.	A-P	Dir.	455	E-Ds.	42-3	60-3 1/2	M	Tim.	Ross.	C&L	20	Budd.	6	D-P	Guildor	GB45			
B-L	Eng.	4	6.35	3-Spi.	Tim.	58252TW	SB	FF	6.14	I-Fw.	A-P	Dir.	455	E-Ds.	42-3	60-3 1/2	M	Tim.	Ross.	C&L	20	Budd.	6	D-P	Guildor	GB50			
B-L	Eng.	4	6.66	4-Spi.	Tim.	56200H	SP	FF	6.16	I-Fw.	H-V	Pow.	380	E-Ds.	45	39 1/2-21	60-3	M	Tim.	Ross.	C&L	20	Budd.	6	P	Indira	14B		
B-L	Eng.	4	6.66	4-Spi.	Tim.	54300H	SP	FF	5.85	I-Fw.	H-V	Pow.	356	E-Ds.	43 1/2	37-2 1/2	60-2 1/2	M	Tim.	Ross.	C&L	20	Budd.	6	P	Indira	125B		
Own	Eng.	4	4.85	4-Spi.	Own	BG	DR	FF	5.44	I-Fw.	Vac.	Dir.	427	E-Ds.	144	44-2 1/2	54-3	R	Own	Ross.	C&L	20	Opt.	4	D-P	Mack	EG		
Own	Eng.	4	4.85	4-Spi.	Own	AB	DR	FF	5.47	I-Fw.	Vac.	Dir.	551	E-Ds.	144	44-3	62-3 1/2	R	Own	Cwn	W&S	20	Opt.	4	D-P	Mack	City AB		
Own	Eng.	4	4.85	4-Spi.	Own	BC	DR	FF	5.47	I-Fw.	Vac.	Dir.	551	E-Ds.	144	44-3	62-3 1/2	R	Own	Cwn	W&S	20	Opt.	4	D-P	Mack	Interstate City EC		
Own	SeU.	4	4.52	3-S&C	Own	CL	DR	FF	6.07	I-Fw.	A-P	Dir.	635	E-Ds.	102	60-3 1/2	60-3 1/2	R	Own	Ross.	C&L	20	Opt.	4	S-C	Mack	CL		
Own	SeU.	4	5.15	3-S&C	Own	BK	DR	FF	5.68	I-Fw.	A-P	Dir.	781	E-Ds.	144	48 1/2-30	70-3 1/2	R	Own	Ross.	C&L	22	Opt.	4	D	Mack	Interstate City EK		
Own	SeU.	4	5.1	3-S&C	Own	BT	DR	FF	5.18	I-Fw.	A-P	Dir.	710	E-Ds.	103	44-2 1/2	70-4	RM	Own	Ross.	C&L	22	Opt.	4	D-FS	Mack	BT		
B-L	Eng.	4	5.18	3-Spi.	Tim.	65720W	Wo	FF	6.00	I-Fw.	Air	Pow.	349	E-Ds.	44.1	38-2 1/2	54-3	M	Shu.	Ross.	C&L	20	Eucd.	6	S-P	Rehberger	E40		
Own	Eng.	4	6.60	3-Cle.	Own	72	SB	FF	5.83	I-Fw.	Hyd.	Pow.	289	E-Ds.	40.2	42-2 1/2	54-3 1/2	M	Cwn	Ross.	C&L	31	10	Mot.	7	D-P	Reo	CB	
Own	Eng.	4	6.61	3-Cle.	Own	72	SB	FF	5.83	I-Fw.	Hyd.	Pow.	289	E-Ds.	40.2	42-2 1/2	54-3 1/2	M	Cwn	Ross.	C&L	31	10	Mot.	7	D-P	Reo	21	
Ful	Eng.	4	4.82	4-Spi.	Eat.	2004	SB	1/2	5.5	I-Fw.	Vac.	Dir.	505	E-Ds.	44	38-2 1/2	56 1/2-3	M	Eat.	Ross.	C&L	70	20	Erie	4	C-M	Studebaker	111	
Ful	Eng.	4	4.82	4-Spi.	Eat.	2004	SB	1/2	5.11	I-Fw.	Vac.	Dir.	505	E-Ds.	44	38-2 1/2	56 1/2-3	M	Eat.	Ross.	C&L	58	20	Erie	4	C-M	Studebaker	99	
Ful	Eng.	4	4.82	4-Spi.	Eat.	1516	SB	1/2	5.11	I-Fw.	Vac.	Dir.	444	E-Ds.	44	38-2 1/2	56 1/2-3	M	Eat.	Ross.	C&L	60	20	Erie	4	C-M	Studebaker	88	
B-L	Eng.	3	4.01	3-Cle.	Tim.	65401A1	BG	FF	6.17	I-Fw.	A-P	Pow.	588	E-Ds.	70 1/2	56-3	56-3	M	Tim.	Ross.	C&L	20	Day	4	Twin Coach	30A			
B-L	Eng.	3	2.78	3-Cle.	Tim.	53600C3	BG	FF	5.14	I-Fw.	A-P	Pow.	588	E-Ds.	45	46-2 1/2	46-2 1/2	M	Tim.	Ross.	C&L	15	Day	4	Twin Coach	19			
B-L	Eng.	3	4.01	4-Cle.	Tim.	65401A1	BG	FF	6.20	I-Fw.	A-P	Pow.	588	E-Ds.	141	60-4	60-4	M	Tim.	Ross.	C&L	66	20	Day	4	Twin Coach	40		
B-L	Eng.	3	4.01	3-Cle.	Tim.	56010A1	BG	FF	6.17	I-Fw.	A-P	Pow.	588	E-Ds.	70 1/2	56-3	56-3	M	Tim.	Ross.	C&L	48	18	Day	4	Twin Coach	20		
B-L	Eng.	3	4.01	3-Cle.	Tim.	56010B2	BG	FF	6.17	I-Fw.	A-P	Pow.	588	E-Ds.	70 1/2	56-3	56-3	M	Tim.	Ross.	C&L	50	20	Day	4	Twin Coach	30		
B-L	Eng.	3	3.33	3-Cle.	Tim.	53600	BG	FF	5.14	I-Fw.	Hyd.	Dir.	310	E-Ds.	45	46-2 1/2	46-2 1/2	R	Tim.	Ross.	C&L	45	18	Day	4	Twin Coach	15		
B-L	Eng.	4	5.18	4-Spi.	Tim.	56000W	SB	FF	4.55	I-Fw.	A-P	Pow.	310	E-Ds.	45	46-2 1/2	68-5	E	Tim.	Ross.	C&L	87	22	Budd.	4	S	Ward La France	47B	
B-L	Eng.	4	5.18	4-Spi.	Tim.	66720W	Wo	FF	6.80	I-Fw.	A-P	Pow.	310	E-Ds.	45	46-2 1/2	68-5	E	Tim.	Ross.	C&L	87	22	Budd.	4	S			

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (In.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. In.)	Compression Ratio	Number of Point Suspension	CYLINDERS		CRANKCASE		VALVES			FRONT END DRIVE		PISTONS					Number of Rings per Piston		
								Head	No. Cast in One Piece	Upper Half		Material (Lower Half)	Arrangement	Head Material	Clear Diameter (In.)	Lift (In.)	Type	Non-Metallic Gear Used On?	Material	Length (In.)	Weight (with Pins, Rings & Bushings) Ozs.		Piston Pins	
										Integral with Cylinders?	Material												Diameter and Length (In.)	Pin Bearing In
Automatic Automatic Automatic Automatic Brennan Brennan Brennan Brennan Brennan Buda																								

ENGINES

CONNECTING RODS			CRANKSHAFT					OILING SYSTEM		WATER CIRCULATION		GOVERNOR		MISCELLANEOUS							MAKE AND MODEL				
Material	Center to Center Length (Ins.)	Weight (with Bushings and Cap) Ozs.	Material	Offset (Ins.)	Counterbalances Used?	Crank Pin Diameter and Length (Ins.)	Main Bearings		Pressure to	Pump Type	Type	Pump Type	Furnished?	Type	Maximum Governed Speed (R.P.M.)	Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carburetor or Ignition) Lbs.	Adapted for Use of Kerosene?	Overall Dimensions (Ins.)			Bell Housing Provided?	S.A.E. Numbers		
							Number	Front											Rear	Width	Height				Length
Car...	14.00	144.0	Car...	None	No.	2.25x2.75	5	2.25x4.75	2.25x4.00	Splash	Gear	Pump	Cent.	Stk.	Cent.	Opt.	800	1650	Yes	85%	10 1/2	35 1/2	None	Automatic	J54
Car...	17.00	240.0	Car...	None	No.	2.75x3.00	5	2.75x6.75	2.75x5.00	Splash	Gear	Pump	Cent.	Stk.	Cent.	Opt.	675	2700	Yes	26	43	70 1/2	None	Automatic	M
Car...	19.00	496.0	Car...	None	No.	3.00x3.50	5	3.00x7.00	3.00x6.00	Splash	Gear	Pump	Cent.	Stk.	Cent.	Opt.	560	3750	Yes	30	48	78 1/2	None	Automatic	N
Car...	21.00	728.0	Car...	None	No.	3.50x4.25	5	3.50x8.50	3.50x7.50	Splash	Gear	Pump	Cent.	Stk.	Cent.	Opt.	500	4700	Yes	32	53 1/2	86 1/2	None	Automatic	R
Ala...	11.00	60.0	ChN	None	No.	2.50x2.00	3	2.25x2.50	2.75x3.25	abdef	Gear	Pump	Cent.	Opt.	Opt.	1200	1200	800	No	25%	33 1/2	47 1/2	3	Brennan	B-70
Ala...	11.00	60.0	ChN	None	No.	2.50x2.00	3	2.25x2.50	2.75x3.25	abdef	Gear	Pump	Cent.	Opt.	Opt.	1200	1200	875	No	25%	33 1/2	47 1/2	3	Brennan	B-100
Ala...	11.00	60.0	ChN	None	No.	2.50x2.00	3	2.50x3.50	2.50x4.25	abdef	Gear	Pump	Cent.	Opt.	Opt.	1400	900	600	Yes	21	29 1/2	37 1/2	3	Brennan	CE
Ala...	12.00	64.0	ChN	None	No.	2.62x2.25	7	2.50x3.00	2.62x3.00	abdef	Gear	Pump	Cent.	Opt.	Opt.	1500	950	No	22	40	54	Yes	Brennan	150	
Ala...	12.00	80.0	ChN	None	No.	2.62x2.50	7	2.50x3.00	2.75x3.00	abdef	Gear	Pump	Cent.	Opt.	Opt.	1500	1050	No	22	40	54	Yes	Brennan	175	
ASH...	11.25	94.0	Car...	None	No.	2.50x2.12	4	2.50x2.12	2.50x3.50	abdef	Gear	Pump	Cent.	Opt.	Opt.	2000	1000	985	No	25%	37 1/2	49 1/2	3	Buda	BA-4
ASH...	14.37	163.0	Car...	None	No.	2.50x3.12	3	2.25x4.12	2.62x4.09	abdef	Gear	Pump	Cent.	Opt.	Opt.	1100	800	1409	No	28%	40 1/2	52 1/2	1	Buda	BTU
ASH...	11.25	94.0	Car...	None	No.	2.50x2.12	4	2.50x2.12	2.50x3.50	abdef	Gear	Pump	Cent.	Opt.	Opt.	2000	800	920	No	25%	37 1/2	49 1/2	3	Buda	BUS
Car...	10.75	67.0	Car...	None	No.	2.50x1.87	4	2.50x2.62	2.50x2.87	abdef	Gear	Pump	Cent.	Opt.	Opt.	2000	1000	870	No	25%	30 1/2	46 1/2	3	Buda	DW-4
ASH...	12.25	113.0	Car...	None	No.	2.12x2.50	3	2.12x3.09	2.37x3.94	abdef	Gear	Pump	Cent.	Opt.	Opt.	1500	1050	968	No	25%	34 1/2	44 1/2	3	Buda	ETU
ASH...	14.37	163.0	Car...	None	No.	2.50x3.12	3	2.25x4.12	2.62x4.09	abdef	Gear	Pump	Cent.	Opt.	Opt.	1100	700	1430	No	28%	40 1/2	52 1/2	1	Buda	FR
ASH...	13.25	138.6	Car...	None	No.	3.00x2.25	4	3.00x2.25	3.00x3.09	abdef	Gear	Pump	Cent.	Opt.	Opt.	1650	1100	1265	No	28%	43 1/2	53 1/2	1	Buda	GF-4
ASH...	13.25	138.6	Car...	None	No.	3.00x2.25	4	3.00x2.25	3.00x3.09	abdef	Gear	Pump	Cent.	Opt.	Opt.	1650	1100	1265	No	28%	43 1/2	53 1/2	1	Buda	GL-4
Car...	9.50	42.0	Car...	None	No.	2.12x1.62	5	3.00x1.50	3.00x2.12	abdef	Gear	Pump	Cent.	Opt.	Opt.	2400	1200	515	No	26	29 1/2	31 1/2	4	Buda	H-173
Car...	9.50	42.0	Car...	None	No.	2.12x1.62	5	3.00x1.50	3.00x2.12	abdef	Gear	Pump	Cent.	Opt.	Opt.	2400	1200	520	No	26	29 1/2	31 1/2	4	Buda	H-199
Car...	9.50	42.0	Car...	None	No.	2.12x1.62	5	3.00x1.50	3.00x2.12	abdef	Gear	Pump	Cent.	Opt.	Opt.	2400	1200	525	No	26	29 1/2	31 1/2	4	Buda	H-205
Car...	9.50	42.0	Car...	None	No.	2.12x1.62	5	3.00x1.50	3.00x2.12	abdef	Gear	Pump	Cent.	Opt.	Opt.	2400	1200	540	No	25%	31 1/2	38 1/2	4	Buda	H-217
Car...	9.50	42.0	Car...	None	No.	2.12x1.62	7	3.00x1.50	3.00x2.12	abdef	Gear	Pump	Cent.	Opt.	Opt.	2400	1200	690	No	25%	29 1/2	40 1/2	3, 4	Buda	H-260
Car...	9.50	42.0	Car...	None	No.	2.12x1.62	7	3.00x1.50	3.00x2.12	abdef	Gear	Pump	Cent.	Opt.	Opt.	2400	1200	675	No	25%	29 1/2	40 1/2	3	Buda	H-298
Car...	9.75	48.0	Car...	None	No.	2.37x1.75	4	2.37x1.75	2.37x2.75	abdef	Gear	Pump	Cent.	Opt.	Opt.	2100	730	730	No	25%	32 1/2	44 1/2	3	Buda	HS-6
Car...	8.50	36.0	Car...	None	No.	2.00x1.50	3	2.50x1.37	2.50x1.87	abdef	Gear	Pump	Cent.	Opt.	Opt.	2500	1000	560	No	25%	31 1/2	38 1/2	4	Buda	J-214
ASH...	14.62	227.2	Car...	None	No.	1.50x2.75	3	3.00x4.75	3.00x4.75	abdef	Gear	Pump	Cent.	Opt.	Opt.	1000	800	1925	No	30	44 1/2	58 1/2	1	Buda	JH-4
ASH...	15.25	239.0	Car...	None	Yes	3.50x3.31	4	3.50x4.75	3.50x4.75	abdef	Gear	Pump	Cent.	Opt.	Opt.	1200	400	3210	No	28%	43 1/2	74 1/2	1	Buda	JH-6
ASH...	14.62	227.2	Car...	None	No.	1.50x2.75	3	3.00x4.75	3.00x4.75	abdef	Gear	Pump	Cent.	Opt.	Opt.	1000	750	1925	No	30	44 1/2	58 1/2	1	Buda	JV-4
ASH...	15.25	239.0	Car...	None	Yes	3.50x3.31	4	3.50x4.75	3.50x4.75	abdef	Gear	Pump	Cent.	Opt.	Opt.	1200	400	3210	No	28%	43 1/2	74 1/2	1	Buda	JV-4
Car...	9.50	58.0	Car...	None	No.	2.37x1.75	7	3.00x1.75	3.00x2.50	abdef	Gear	Pump	Cent.	Opt.	Opt.	2500	1100	900	No	25%	30 1/2	47 1/2	3	Buda	K-325
Car...	9.50	58.0	Car...	None	No.	2.37x1.75	7	3.00x1.75	3.00x2.50	abdef	Gear	Pump	Cent.	Opt.	Opt.	2300	1100	900	No	25%	30 1/2	47 1/2	3	Buda	K-369
Car...	9.50	58.0	Car...	None	No.	2.37x1.75	7	3.00x1.75	3.00x2.50	abdef	Gear	Pump	Cent.	Opt.	Opt.	2200	1200	900	No	25%	30 1/2	47 1/2	3	Buda	K-393
Car...	9.50	58.0	Car...	None	No.	2.37x1.75	7	3.00x1.75	3.00x2.50	abdef	Gear	Pump	Cent.	Opt.	Opt.	2200	1200	900	No	25%	30 1/2	47 1/2	3	Buda	K-428
Car...	11.25	89.0	Car...	None	No.	2.00x2.25	3	1.87x2.87	2.12x3.44	abdef	Gear	Pump	Cent.	Opt.	Opt.	1700	1000	840	No	25%	33 1/2	40 1/2	3	Buda	KTU
Car...	11.25	89.0	Car...	None	No.	2.00x2.25	3	1.87x2.87	2.12x3.44	abdef	Gear	Pump	Cent.	Opt.	Opt.	1500	1000	875	No	25%	33 1/2	40 1/2	3	Buda	KT-281
Car...	11.00	66.0	Car...	None	No.	2.37x1.75	7	3.00x1.75	3.00x2.50	abdef	Gear	Pump	Cent.	Opt.	Opt.	2100	1100	950	No	25%	33 1/2	47 1/2	3	Buda	L-468
Car...	11.00	66.0	Car...	None	No.	2.37x1.75	7	3.00x1.75	3.00x2.50	abdef	Gear	Pump	Cent.	Opt.	Opt.	2000	900	950	No	25%	33 1/2	47 1/2	3	Buda	L-525
Car...	11.25	89.0	Car...	None	No.	1.87x2.00	3	1.75x2.50	2.12x2.94	abdef	Gear	Pump	Cent.	Opt.	Opt.	1800	1000	690	No	25%	41 1/2	36 1/2	3	Buda	WTU
ASH...	13.25	106.0	Car...	None	No.	2.25x3.00	3	2.50x3.00	2.50x4.08	abdef	Gear	Pump	Cent.	Opt.	Opt.	1200	1800	1150	No	25%	36 1/2	47 1/2	3	Buda	YRC
ASH...	13.25	133.7	Car...	None	No.	2.25x3.00	3	2.12x3.31	2.37x4.44	abdef	Gear	Pump	Cent.	Opt.	Opt.	1400	1850	1087	No	25%	36 1/2	47 1/2	3	Buda	YTU
Car...	9.50	42.0	Car...	None	No.	2.12x1.62	5	3.00x1.50	3.00x2.12	abdef	Gear	Pump	Cent.	Opt.	Opt.	1200	700	710	No	23 1/2	27 1/2	43 1/2	3	Buda	HM-173
Car...	9.50	42.0	Car...	None	No.	2.12x1.62	5	3.00x1.50	3.00x2.12	abdef	Gear	Pump	Cent.	Opt.	Opt.	1200	700	710	No	23 1/2	27 1/2	43 1/2	Opt.	Buda	HM-199
Car...	9.50	42.0	Car...	None	No.	2.12x1.62	5	3.00x1.50	3.00x2.12	abdef	Gear	Pump	Cent.	Opt.	Opt.	1200	715	No	23 1/2	27 1/2	43 1/2	Opt.	Buda	HM-205	
Car...	9.50	42.0	Car...	None	No.	2.12x1.62	7	3.00x1.50	3.00x2.12	abdef	Gear	Pump	Cent.	Opt.	Opt.	1200	890	No	22 1/2	28 1/2	54 1/2	3	Buda	HM-260	
Car...	9.50	42.0	Car...	None	No.	2.12x1.62	7	3.00x1.50	3.00x2.12	abdef	Gear	Pump	Cent.	Opt.	Opt.	1200	880	No	22 1/2	28 1/2	54 1/2	3	Buda	HM-298	
Car...	9.50	58.0	Car...	None	No.	2.37x1.75	7	3.00x1.75	3.00x2.50	abdef	Gear	Pump	Cent.	Opt.	Opt.	1100	1250	No	24 1/2	29 1/2	60 1/2	Yes	Buda	KM-369	
Car...	9.50	58.0	Car...	None	No.	2.37x1.75	7	3.00x1.75	3.00x2.50	abdef	Gear	Pump	Cent.	Opt.	Opt.	1200	1260	No	24 1/2	29 1/2	60 1/2	Yes	Buda	KM-393	

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (In.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. In.)	Compression Ratio	Number of Point Suspension	CYLINDERS		CRANKCASE		VALVES			FRONT END DRIVE		PISTONS				Number of Rings per Piston					
								Head	No. Cast in One Piece	Upper Half		Material (Lower Half)	Arrangement	Head Material	Clear Diameter (In.)	Lift (In.)	Type	Non-Metallic Gear Used On?	Material	Length (In.)		Weight (with Pins, Rings & Bushings) Ozs.	Piston Pins			
										Integral with Cylinders?	Material												Diameter and Length (In.)	Pin Bearing In		
Climax	H4B Tractors	4-5 1/2 x 6 1/4	42.0	70-1200	516.0	4.1	3	Det.	4	Int.	SS	Iron	I	Sil	2.12	.437	Heli	None	CI	5.87	142.0	1.50 x 4.31		4		
Climax	R6U Tractors	6-6 x 7	86.4	140-1200	1187.4	4.42	4	Det.	2	Sep.	SS	Iron	L	Sil	2.50	.575	Heli	None	CI	6.94	216.0	1.48 x 5.37		4		
Continental	22A Cars	6-3 1/4 x 4	25.35	71.5-3300	199.1	5.46	4	Det.	6	Int.	Iron	PS	L	ChN	1.561	.344	Chain	None	Al	3.94		85 x 2.75		4		
Continental	25A Trucks	6-3 3/8 x 4	27.34	72-3400	214.7	4.93	3	Det.	6	Int.	Iron	PS	L	ChN	1.561	.344	Chain	None	Al	3.94		86 x 2.87		4		
Continental	30A Cars	6-3 1/4 x 4	25.3	72-3400	199.0	5.46	4	Det.	6	Int.	Iron	PS	L	ChN	1.561	.344	Chain	None	Al	3.94		86 x 2.75		4		
Continental	32A Cars	6-3 3/8 x 4	27.34	74-3400	214.7	5.46	4	Det.	6	Int.	Iron	PS	L	ChN	1.561	.344	Chain	None	Al	3.94		86 x 2.87		4		
Continental	40A Cars	6-3 3/8 x 4	27.34	75-3600	214.7	5.46	4	Det.	6	Int.	Iron	PS	L	ChN	1.701	.344	Chain	None	Al	3.94		86 x 2.87		4		
Continental	16C Trucks	6-3 3/8 x 4 1/2	27.34	70-3000	248.2	5.00	Opt.	Det.	6	Int.	Iron	PS	L	ChN	1.691	.312	Chain	None	CNI	3.94		86 x 2.87		4		
Continental	17E Trucks	6-3 3/8 x 4	27.33	63.5-3000	214.7	4.77	3	Det.	6	Int.	ChNI	PS	L	ChN	1.561	.312	Chain	None	Al	3.94		86 x 2.87		4		
Continental	18E Cars, T.	6-3 3/8 x 4	27.33	61-3000	214.7	4.93	3	Det.	6	Int.	Iron	PS	L	ChN	1.561	.312	Chain	None	Al	3.94		86 x 2.87		4		
Continental	8F Cars	6-2 3/4 x 4 1/2	16.54	40-3200	146.12	5.46	4	Det.	6	Int.	Iron	PS	L	ChN	1.441	.312	Chain	None	CNI	3.00		73 x 2.16		4		
Continental	9F Cars	6-2 3/4 x 4 1/2	18.15	44-3200	160.4	4.87	4	Det.	6	Int.	Iron	PS	L	ChN	1.441	.312	Chain	None	CNI	3.00		73 x 2.28		4		
Continental	15H T. Buses	6-4 1/2 x 5 1/2	48.6	105-2000	548.7	4.32	3	Det.	6	Sep.	Al	Al	L	ChN	2.361	.375	Heli	None	Al	5.94		1.50 x 3.72		5		
Continental	16H T. Buses	6-4 1/2 x 5 1/2	54.15	120-2000	611.34	4.07	3	Det.	6	Sep.	Al	Al	L	ChN	2.361	.375	Heli	None	Al	6.25		1.50 x 4.06		5		
Continental	12K Cars	8-3 3/8 x 4 1/2	36.45	114-3300	322.85	5.10	4	Det.	8	Int.	Iron	PS	L	ChN	1.621	.370	Chain	None	Al	3.94		86 x 2.87		4		
Continental	13K Cars	8-3 3/8 x 4 1/2	36.45	114-3300	322.85	5.10	4	Det.	8	Int.	Iron	PS	L	ChN	1.621	.370	Chain	None	Al	3.94		86 x 2.87		4		
Continental	8R Taxis	6-3 3/8 x 4 1/2	27.34	56.8-2600	241.55	4.18	3	Det.	6	Sep.	Al	PS	L	ChN	1.62	.312	Heli	None	CNI	4.06		86 x 3.01		3		
Continental	11R T. Buses	6-3 3/8 x 4 1/2	36.00	67.5-2600	291.88	4.18	3	Det.	6	Int.	ChNI	PS	I	ChN	2.061	.375	Chain	None	CNI	4.91		1.25 x 3.31		4		
Continental	16R T. Buses	6-4 x 4 1/2	38.40	73.5-2400	311.4	4.14	3	Det.	6	Int.	ChNI	PS	I	ChN	2.061	.375	Chain	None	CNI	5.28		1.25 x 3.44		4		
Continental	18R T. Buses	6-4 x 4 1/2	38.40	81-2500	339.0	4.20	3	Det.	6	Int.	ChNI	PS	I	ChN	2.061	.375	Chain	None	CNI	5.28		1.25 x 3.44		4		
Continental	20R T. Buses	6-4 1/2 x 4 1/2	40.9	87-2450	380.88	4.21	3	Det.	6	Int.	ChNI	PS	I	ChN	2.061	.375	Chain	None	CNI	5.28		1.25 x 3.44		4		
Continental	21R T. Buses	6-4 1/2 x 4 1/2	46.0	102-2400	428.4	4.24	3	Det.	6	Int.	ChNI	PS	I	ChN	2.061	.408	Chain	None	CNI	5.19		1.25 x 3.69		4		
Continental	22R T. Buses	6-4 1/2 x 5 1/2	48.6	121-2400	501.0	4.22	3	Det.	6	Int.	ChNI	PS	I	ChN	2.121	.450	Chain	None	Al	5.94		1.50 x 3.72		4		
Continental	H8 Trucks	4-3 3/8 x 4 1/2	18.23	33-2500	152.0	4.22	4	Det.	4	Int.	ChNI	PS	L	ChN	1.621	.312	Chain	None	CNI	3.75		86 x 2.81		4		
Continental	E600 Trucks	6-3 3/8 x 4 1/2	32.60	73-2700	288.3	4.67	3	Det.	6	Int.	ChNI	PS	L	ChN	2.061	.406	Heli	None	CNI	5.31		1.25 x 3.09		4		
Continental	E601 Trucks	6-3 3/8 x 4 1/2	36.00	80-2650	318.4	4.54	3	Det.	6	Int.	ChNI	PS	L	ChN	2.061	.406	Heli	None	CNI	5.31		1.25 x 3.09		4		
Continental	E602 Trucks	6-4 1/2 x 4 1/2	40.80	90-2550	360.7	4.64	3	Det.	6	Int.	ChNI	PS	L	ChN	2.061	.406	Heli	None	CNI	5.31		1.25 x 3.44		4		
Continental	E603 Trucks	6-4 1/2 x 4 1/2	43.35	95-2500	383.0	4.54	3	Det.	6	Int.	ChNI	PS	L	ChN	2.061	.406	Heli	None	CNI	5.31		1.25 x 3.44		4		
Continental	R800 Cars	8-3 x 4 1/2	28.80	91-3200	268.6	5.37	4	Det.	8	Int.	Iron	PS	L	ChN	1.511	.343	Chain	None	Al	3.62		86 x 2.50		4		
Continental	Py Cars	4-2 3/4 x 3 1/2	12.10	29.5-3400	74.83	4.58	4	Det.	4	Int.	Iron	PS	L	ChN	1.19	.246	Chain	None	Al	2.97		70 x 2.37		3		
Continental	S800 Cars	8-3 x 4 1/2	28.80	91-3200	268.6	5.37	4	Det.	8	Int.	CI	PS	L	ChN	1.511	.343	Chain	None	Al	3.62		86 x 2.50		4		
Continental	S10 Tractors	4-4 1/2 x 5	28.80	50-1800	283.72	4.18	3	Det.	4	Int.	ChNI	CI	L	ChN	2.11	.312	Gear	None	CNI	4.75		1.50 x 3.50		4		
Continental	W10 Trucks	4-3 3/8 x 4 1/2	24.02	50-2700	200.48	4.74	3	Det.	4	Int.	ChNI	PS	L	ChN	1.831	.343	Chain	None	Al	4.44		1.00 x 3.40		4		
Continental	W20 Trucks	4-4 1/2 x 4 1/2	27.22	53.5-2400	227.19	4.69	3	Det.	4	Int.	ChNI	PS	L	ChN	1.831	.343	Chain	None	Al	4.44		1.00 x 3.56		4		
Continental	14W Cars	8-3 1/2 x 4	31.25	82.5-3400	245.4	5.24	4	Det.	8	Int.	ChNI	PS	L	ChN	1.531	.320	Chain	None	CI	3.62		80 x 2.94		4		
Elco	F-42 Marine	4-5 x 6	40.0	90-1600	471.0	5.04	4	Det.	2	Sep.	SS	SS	F	Sil-e	2.50	.301	Heli	None	Al	6.12		77.0	1.37 x 4.17		4	
Elco	F-42 Marine	6-5 x 6	60.0	145-1600	707.0	5.04	4	Det.	2	Sep.	SS	SS	F	Sil-e	2.50	.301	Heli	None	Al	6.12		77.0	1.37 x 4.17		4	
Erd.	S-4M Marine	4-3 3/8 x 5	42.5	2100	179.0	4.75	4	Det.	4	Int.	SS	Al	L	Sil	1.251	.312	Spur	None	CI	4.00		34.0	87 x 3.19		3	
Farr	4-25 Marine	4-3 1/4 x 4	33-2200	134.0	5.30	4	4	Det.	4	Int.	Iron	Iron	L	Sil	1.251	.312	Heli	None	Al	3.06		20.0	75 x 2.87		3	
Farr	4-45 Marine	4-3 1/4 x 4 1/2	46-3200	134.0	5.30	4	4	Det.	4	Int.	Iron	Al	L	Sil	1.251	.312	Heli	None	Al	3.06		20.0	75 x 2.87		3	
Farr	6-60 Marine	6-3 3/8 x 4 1/2	57-2200	228.0	5.75	4	4	Det.	6	Int.	Iron	Al	L	Sil	1.501	.375	Heli	None	Al	4.37		31.0	1.00 x 2.87		4	
Farr	6-80 Marine	6-3 3/8 x 4 1/2	77-2200	282.0	5.75	4	4	Det.	6	Int.	Iron	Iron	L	Sil	1.501	.375	Heli	None	Al	4.12		36.0	1.00 x 3.37		4	
Farr	6-82 Marine	6-3 3/8 x 4 1/2	79-3400	228.0	5.75	4	4	Det.	6	Int.	Iron	Al	L	Sil	1.501	.375	Heli	None	Al	4.37		31.0	1.00 x 2.87		4	
Farr	6-102 Marine	6-3 3/8 x 4 1/2	99-3400	282.0	5.75	4	4	Det.	6	Int.	Iron	Al	L	Sil	1.501	.375	Heli	None	Al	4.12		36.0	1.00 x 3.37		4	
G. M. T.	257 T. Taxis	6-3 3/8 x 4 1/2	28.33	78-2800	257.5	4.50	3	Det.	6	Sep.	Iron	PS	I	ChN	1.561	.328	Heli	None	Cam	CI	3.97		39.37	87 x 2.97		3
G. M. T.	331 T. Buses	6-3 3/8 x 5	33.75	96.5-2800	331.4	4.35	3	Det.	6	Sep.	Iron	PS	I	ChN	1.871	.328	Heli	None	Cam	Al	4.08		35.23	84 x 2.88		4
G. M. T.	400 T. Buses	6-4 1/2 x 5	40.90	112.5-2800	400.9	4.60	3	Det.	6	Sep.	Iron	PS	I	ChN	1.501	.328	Heli	None	Cam	Al	4.08		49.13	1.25 x 3.66		4
G. M. T.	468 T. Buses	6-4 1/2 x 5 1/2	43.35	115-2300	468.0	4.57	3	Det.	6	Sep.	Al	Al	I	ChN	1.691	.406	Chain	None	Al	5.37		59.79	1.37 x 3.72		4	
G. M. T.	525 T. Buses	6-4 1/2 x 5 1/2	48.60	130-2300	525.0	4.45	3	Det.	6	Sep.	Al	Al	I	ChN	1.691	.406	Chain	None	Al	5.12		64.14	1.37 x 3.97		4	

ENGINES—Continued

CONNECTING RODS			CRANKSHAFT				OILING SYSTEM		WATER CIRCULATION		GOVERNOR		MISCELLANEOUS						MAKE AND MODEL						
Material	Center to Center Length (Ins.)	Weight (with Bushings and Cap) Ozs.	Material	Offset (Ins.)	Counterbalances Used?	Crank Pin Diameter and Length (Ins.)	Main Bearings		Pressure to	Pump Type	Type	Pump Type	Furnished?	Type	Maximum Governed Speed (R.P.M.)	Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carburetor or Ignition) Lbs.	Adapted for Use of Kerosene?	Overall Dimensions (Ins.)			Ball Housing Provided?	S.A.E. Numbers		
							Front	Rear											Width	Height	Length				
Car...	11.75	139.0	Car...	None	No	2.75x2.50	3.00x2.87	3.00x2.87	abodef...	Gear	Pump	Cent	Stk	Cent	1200	800	1350	Yes	28 1/2	41 1/4	47 1/4	1	Climax	H4B	
AST...	16.00	220.0	ChN...	None	Yes	3.00x3.75	3.25x3.81	3.25x4.50	abodef...	Ecc	Pump	Cent	Stk	Cent	1200	700	2660	No	29 1/2	46 1/4	73 1/4	0, 1	Climax	R6U	
Car...	8.37		Car...	None	No	2.00x1.37	2.37x1.50	2.37x1.87	abodef...	Gear	Pump	Cent	NP	Cent	1300	496	No	25 1/4	29 1/4	40	Spec		Continental	22A	
Car...	8.37		Car...	None	No	2.00x1.37	2.37x1.44	2.37x1.87	abodef...	Gear	Pump	Cent	NP	Cent	1200	512	No	26 1/4	29 1/4	36 1/4	4		Continental	25A	
Car...	8.37		Car...	None	No	2.00x1.37	2.37x1.50	2.37x1.87	abodef...	Gear	Pump	Cent	NP	Cent	1400	496	No	25 1/4	29 1/4	40	Spec		Continental	30A	
Car...	8.37		Car...	None	No	2.00x1.37	2.37x1.50	2.37x1.87	abodef...	Gear	Pump	Cent	NP	Cent	1300	500	No	26 1/4	29 1/4	36 1/4	Spec		Continental	32A	
Car...	8.37		Car...	None	No	2.00x1.37	2.37x1.44	2.37x1.87	abodef...	Gear	Pump	Cent	NP	Cent	1200	514	No	25 1/4	29 1/4	40	Spec		Continental	40A	
Car...	9.00		Car...	None	No	2.12x1.37	2.37x1.78	2.37x2.19	abodef...	Gear	Pump	Cent	NP	Cent	1200	620	No	26 1/4	32 1/4	39 1/4	3, 4		Continental	16C	
Car...	8.06		Car...	None	No	1.87x1.37	2.12x1.44	2.12x1.87	abodef...	Gear	Pump	Cent	NP	Cent	1100	543	No	26	32	38 1/4	4		Continental	17E	
Car...	8.06		Car...	None	No	1.87x1.37	2.12x1.44	2.12x1.87	abodef...	Gear	Pump	Cent	NP	Cent	1000	520	No	26	32	38 1/4	4		Continental	18E	
Car...	9.00		Car...	None	No	2.00x1.25	2.12x1.44	2.12x1.75	abodef...	Gear	Pump	Cent	NP	Cent	1000	429	No	20 1/4	27 1/4	32 1/4	No		Continental	8F	
Car...	9.00		Car...	None	No	2.00x1.25	2.12x1.44	2.12x1.75	abodef...	Gear	Pump	Cent	NP	Cent	1200	386.5	No	20 1/4	27 1/4	32 1/4	No		Continental	9F	
Car...	9.00		Car...	None	No	2.00x2.12	2.12x1.44	2.12x1.75	abodef...	Gear	Pump	Cent	NP	Cent	700	1525	No	28 1/4	41 1/4	51 1/4	1		Continental	15H	
Car...	13.50		ChVa...	None	Yes	3.00x2.12	3.00x3.00	3.00x2.75	abodef...	Gear	Pump	Cent	Opt	Cent	800	1490	No	28 1/4	41 1/4	51 1/4	1		Continental	16H	
Car...	13.50		ChVa...	None	Yes	3.00x2.12	3.00x3.00	3.00x2.75	abodef...	Gear	Pump	Cent	Opt	Cent	700	1525	No	28 1/4	41 1/4	51 1/4	1		Continental	15H	
Car...	9.00		Car...	None	No	2.25x1.50	2.62x1.66	2.62x2.53	abodef...	Gear	Pump	Cent	NP	Cent	2000	740	No	25 1/4	33 1/4	47 1/4	4		Continental	12K	
Car...	9.00		Car...	None	No	2.25x1.50	2.62x1.66	2.62x2.53	abodef...	Gear	Pump	Cent	NP	Cent	2000	740	No	25 1/4	33 1/4	47 1/4	Spec		Continental	13K	
Car...	10.50		Car...	None	No	2.25x1.56	2.25x2.34	2.25x2.41	abodef...	Gear	Pump	Cent	NP	Cent	1000	580	No	26	28	38 1/4	4		Continental	8R	
Car...	8.25		ChVa...	None	No	2.37x1.81	2.75x1.75	2.75x2.62	abodef...	Gear	Pump	Cent	Opt	Cent	900	1150	No	25 1/4	34 1/4	46 1/4	3		Continental	11R	
Car...	8.25		ChVa...	None	No	2.37x1.81	2.75x1.75	2.75x2.62	abodef...	Gear	Pump	Cent	Opt	Cent	800	1189	No	25 1/4	34 1/4	46 1/4	3		Continental	16R	
Car...	9.50		ChVa...	None	No	2.50x1.81	2.75x1.75	2.75x2.62	abodef...	Gear	Pump	Cent	Opt	Cent	1000	1189	No	25 1/4	36 1/4	55 1/4	3		Continental	18R	
Car...	9.50		ChVa...	None	No	2.50x1.81	2.75x1.75	2.75x2.62	abodef...	Gear	Pump	Cent	Opt	Cent	900	1189	No	25 1/4	36 1/4	55 1/4	2, 3		Continental	20R	
Car...	9.50		ChVa...	None	No	2.50x1.81	2.75x1.75	2.75x2.62	abodef...	Gear	Pump	Cent	Opt	Cent	1000	1244	No	25 1/4	36 1/4	55 1/4	2, 3		Continental	21R	
Car...	10.50		ChVa...	None	Yes	2.75x1.81	2.75x1.75	2.75x2.62	abodef...	Gear	Pump	Cent	Opt	Cent	800	1334	No	26	39 1/4	55 1/4	2, 3		Continental	22R	
Car...	8.00		Car...	None	No	1.50x1.44	1.50x1.78	1.50x2.75	abodef...	Gear	Pump	Cent	Opt	Suct	1200	325	No	26	26 1/4	29 1/4	4		Continental	H8	
Car...	9.00		Car...	None	No	2.37x1.81	2.62x1.66	2.62x2.50	abodef...	Gear	Pump	Cent	Opt	Cent	2500	900	903	No	26 1/4	33 1/4	44 1/4	3, 2		Continental	E600
Car...	9.00		Car...	None	No	2.37x1.81	2.62x1.66	2.62x2.50	abodef...	Gear	Pump	Cent	Opt	Cent	2500	896	No	26 1/4	33 1/4	44 1/4	3, 2		Continental	E601	
Car...	9.00		Car...	None	No	2.37x1.81	2.62x1.66	2.62x2.50	abodef...	Gear	Pump	Cent	Opt	Cent	2400	900	917	No	26 1/4	33 1/4	44 1/4	3, 2		Continental	E602
Car...	9.00		Car...	None	No	2.37x1.81	2.62x1.66	2.62x2.50	abodef...	Gear	Pump	Cent	Opt	Cent	2500	895	No	26 1/4	33 1/4	44 1/4	3, 2		Continental	E603	
Car...	9.75		Car...	None	No	2.37x1.31	2.37x1.40	2.37x2.37	abodef...	Gear	Pump	Cent	NP	Cent	1200	767	No	27 1/4	32 1/4	44 1/4	4		Continental	R800	
Car...	5.35		Car...	None	No	1.49x1.18	1.57x1.30	1.57x1.61	abodef...	Vane	ThS	None	NP	Cent	2300	177 1/2	No	19 1/4	18 1/4	22 1/4	No		Continental	PY	
Car...	9.75		Car...	None	No	2.37x1.31	2.37x1.40	2.37x2.37	abodef...	Gear	Pump	Cent	NP	Cent	1200	767	No	27 1/4	30 1/4	44 1/4	4		Continental	S800	
Car...	10.50		Car...	None	No	2.25x2.37	2.25x2.37	2.25x2.69	abodef...	Gear	Pump	Cent	Stk	Cent	1000	No	No	24 1/4	37 1/4	53 1/4	Spec		Continental	S10	
Car...	8.00		Car...	None	No	2.00x1.75	2.12x1.62	2.12x1.12	abodef...	Gear	Pump	Cent	NP	Cent	1200	510	No	26	31 1/4	34 1/4	4		Continental	W10	
Car...	8.00		Car...	None	No	2.00x1.75	2.12x1.62	2.12x1.12	abodef...	Gear	Pump	Cent	NP	Cent	1200	510	No	26	31 1/4	34 1/4	4		Continental	W20	
Car...	8.44		ChVa...	None	Yes	2.06x1.31	2.62x1.59	2.62x1.16	abodef...	Gear	Pump	Cent	NP	Cent	1400	625	No	22 1/4	26 1/4	48 1/4	Spec		Continental	14W	
Car...	12.75	132.0	ChN...	3.00	Yes	2.37x3.00	2.62x3.31	2.62x4.00	abodef...	Gear	Pump	Gear	NP	None	1600	1550	No	27	37 1/4	70 1/4	No		Elco	F-42	
Car...	12.75	132.0	ChN...	3.00	Yes	2.37x3.00	2.62x3.31	2.62x4.00	abodef...	Gear	Pump	Gear	NP	None	1600	2000	No	27	37 1/4	70 1/4	No		Elco	F-42	
AST...	10.00	48.0	Car...	0.62	No	2.00x2.00	2.00x2.62	2.00x3.62	abodef...	Gear	Pump	Vane	Opt	Suct	2100	380	No	20	26 1/4	52	3		Erd	S-4M	
Car...	6.56	20.0	Car...	None	No	1.75x1.12	2.00x1.62	2.00x1.62	abodef...	Gear	Pump	Gear	NP	Cent	1800	315	No	22 1/4	21 1/4	34	No		Farr	4-25	
Car...	6.56	20.0	Car...	None	No	1.75x1.12	2.00x1.62	2.00x1.62	abodef...	Gear	Pump	Gear	NP	Cent	1800	315	No	22 1/4	21 1/4	34	No		Farr	4-45	
Car...	8.00	38.0	Car...	None	No	2.00x1.50	2.50x2.12	2.50x1.37	abodef...	Gear	Pump	Gear	NP	Cent	675	No	23 1/4	26 1/4	50 1/4	No		Farr	6-40		
Car...	8.00	38.0	Car...	None	No	2.00x1.50	2.50x2.12	2.50x1.37	abodef...	Gear	Pump	Gear	NP	Cent	690	No	23 1/4	26 1/4	50 1/4	No		Farr	6-80		
Car...	8.00	38.0	Car...	None	No	2.00x1.50	2.50x2.12	2.50x1.37	abodef...	Gear	Pump	Gear	NP	Cent	675	No	23 1/4	26 1/4	50 1/4	No		Farr	6-82		
Car...	8.00	38.0	Car...	None	No	2.00x1.50	2.50x2.12	2.50x1.37	abodef...	Gear	Pump	Gear	NP	Cent	690	No	23 1/4	26 1/4	50 1/4	No		Farr	6-102		
Car...	10.00	43.36	Car...	None	Yes	2.12x1.50	2.37x2.25	2.37x2.56	abodef...	Gear	Pump	Cent	Opt	Suct	1400	No	No	No	No	No	Spec		G. M. T.	257	
Car...	11.25	55.92	Car...	None	Yes	2.37x1.50	2.50x2.44	2.50x2.72	abodef...	Gear	Pump	Cent	Opt	Suct	1400	No	No	No	No	No	Spec		G. M. T.	331	
Car...	11.12	64.48	Car...	None	Yes	2.62x1.62	2.75x2.34	2.75x2.62	abodef...	Gear	Pump	Cent	Opt	Suct	1600	No	No	No	No	No	Spec		G. M. T.	460	
Car...	12.12	80.92	Car...	None	Yes	2.50x2.37	2.75x2.28	2.75x2.25	abodef...	Gear	Pump	Cent	Opt	Cent	1000	No	No	No	No	No	1		G. M. T.	468	
Car...	12.12	80.92	Car...	None	Yes	2.50x2.37	2.75x2.28	2.75x2.25	abodef...	Gear	Pump	Cent	Opt	Cent	1000	No	No								

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (Ins.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	CYLIN- DERS		CRANKCASE		VALVES		FRONT END DRIVE		PISTONS				Number of Rings per Piston				
								Head	No. Cast in One Piece	Integral with Cylinders?	Material	Material (Lower Half)	Arrangement	Head Material	Clear Diameter (Ins.)	Lift (Ins.)	Type	Non-Metallic Gear Used On?	Material		Length (Ins.)	Weight (with Pins, Rings & Bushings) Ozs.	Piston Pins	
																							Diameter and Length (Ins.)	Pin Bearing In
Hercules	WXC-2	T, Tr, B, M.	6-41x41 1/2	40.30	81-2200	360.8	4.70	3.4	Det.	6	Int.	Iron.	PS.	L...	Sil-e.	1.62†	356	Heli.	None.	CI...	4.56	64.0	1.12x3.62	4
Hercules	WXC-3	T, Tr, B, M.	6-41x41 1/2	43.3	90-2200	383.0	4.70	3.4	Det.	6	Int.	Iron.	PS.	L...	Sil-e.	1.62†	356	Heli.	None.	CI...	4.56	83.0	1.50x3.69	4
Hercules	YXB	T, Tr, B, M.	6-41x41 1/2	38.4	80-2200	358.1	4.40	3.4	Det.	6	Int.	Iron.	PS.	L...	Sil-e.	1.75	388	Heli.	None.	CI...	4.87	64.0	1.25x3.56	4
Hercules	YXC	T, Tr, B, M.	6-43x43 1/2	45.9	94-2200	428.4	4.40	3.4	Det.	6	Int.	Iron.	PS.	L...	Sil-e.	1.75	388	Heli.	None.	CI...	4.87	79.5	1.25x3.94	4
Hercules	YXC-2	T, Tr, B, M.	6-41x41 1/2	48.6	98-2200	453.0	4.40	3.4	Det.	6	Int.	Iron.	PS.	L...	Sil-e.	1.75	388	Heli.	None.	CI...	4.87	85.0	1.25x3.94	4
Hercules	YXC-3	T, Tr, B, M.	6-43x43 1/2	51.34	104-2200	478.8	4.40	3.4	Det.	6	Int.	Iron.	PS.	L...	Sil-e.	1.75	388	Heli.	None.	CI...	4.87	87.0	1.25x4.06	4
Kermath	F	Marine	4-43x51 1/2		55-1500	330.0	4.80	6	Det.	4	Sep.	Al.	Al.	L...	Sil...	2.00	375	Heli.	None.	Als.	5.25	62.0	1.25x3.87	4
Kermath	G	Marine	6-43x51 1/2		106-2000	495.0	4.80	6	Det.	6	Sep.	Al.	Al.	L...	Sil...	2.00	375	Heli.	None.	Als.	5.25	62.0	1.25x3.62	4
Kermath	L	Marine	6-5x5 1/2		155-1800	678.0		6	Det.	6	Sep.	Al.	Al.	L...	Sil...	2.37†	375	Heli.	None.	Als.	6.19	82.0	1.25x4.50	4
Kermath	M	Marine	6-31x45 1/8		86-3000	267.0		6	Det.	6	Int.	Iron.	Al.	L...	Sil...	1.50†	375	Heli.	None.	Als.	4.06	29.0	.94x2.75	4
Kermath	R	Marine	6-5x5 1/2		235-2400	678.0	5.3	6	Det.	6	Sep.	Al.	Al.	L...	Sil...	1.75	375	SpB.	None.	Als.	6.19	82.0	1.25x4.50	4
Kermath	V	Marine	12-5x6		450-2200	1414.0	5.3	6	Det.	6	Sep.	Al.	Al.	L...	Sil...	1.75	375	SpB.	None.	Als.	6.19	82.0	1.25x4.50	4
Kermath	9	Marine	6-5x5 1/2		199-2400	648.0		6	Det.	6	Sep.	Al.	Al.	L...	Sil...	1.75	375	SpB.	None.	Als.	6.31	87.0	1.25x4.50	4
Kermath	12	Marine	4-31x24		16-1200	154.0		6	Int.	4	Sep.	Iron.	Iron.	L...	CI...	1.50	218	Spur.	Idler.	CI...	4.12	54.0	.87x3.12	4
Kermath	16	Marine	4-31x24		20-1200	177.0		6	Int.	4	Sep.	Iron.	Iron.	L...	CI...	1.50	218	Spur.	Idler.	CI...	4.12	55.0	.87x3.12	4
Kermath	20	Marine	4-4x4		25-1200	201.0		6	Int.	4	Sep.	Iron.	Iron.	L...	CI...	1.50	218	Spur.	Idler.	CI...	4.12	73.0	.87x3.12	4
Lycorning	AET	Buses	8-33x43 1/4	45.00	130-2800	419.68	5.0	3	Det.	8	Int.	Iron.	Al.	L...	Sil-e.	1.75†	343	Heli.	None.	Al.	4.25	35.25	1.00x3.23	4
Lycorning	BCT	Buses	12-31x41 1/4	58.80	160-2800	491.87	5.5	3	Det.	12	Int.	Iron.	Al.	L...	Sil-e.	1.37	343	Chain.	None.	Al.	3.87	30.0	.87x2.97	4
Lycorning	GU	Cars	8-3x4 1/2	28.80	100-3200	268.65	5.26	4	Det.	8	Int.	Iron.	PS.	L...	Sil-e.	1.25	343	Chain.	None.	Al.	3.75	20.8	.87x1.56	4
Lycorning	SA	Trucks	6-31x41 1/2	25.35	60-2750	224.05	5.25	3	Det.	6	Sep.	Iron.	PS.	L...	Sil-e.	1.44	312	Heli.	None.	CI...	4.00	34.4	.87x1.69	4
Lycorning	SB	Trucks	6-31x41 1/2	27.33	65-2800	241.55	5.00	3	Det.	6	Sep.	Iron.	PS.	L...	Sil-e.	1.44†	312	Heli.	None.	CI...	3.94	38.4	.87x1.75	4
Lycorning	SC	Trucks	6-31x41 1/2	23.43	55-2700	207.06	5.00	3	Det.	6	Sep.	Iron.	PS.	L...	Sil-e.	1.44	312	Heli.	None.	CI...	4.00	30.0	.87x1.56	4
Lycorning	AFF	Trucks	4-31x24	22.50	49-2600	198.8	4.82	3	Det.	4	Int.	Iron.	PS.	L...	Sil-e.	1.60	312	Heli.	None.	CI...	4.00	44.8	.87x1.34	4
Lycorning	BB	Cars	12-31x41 1/4	46.87	160-3500	391.16	5.50	4	Det.	12	Int.	Iron.	Al.	L...	Sil-e.	1.37	343	Chain.	None.	Al.	3.87	22.5	.87x2.62	4
Lycorning	HFB	Cars	8-3x4 1/2	36.45	120-3200	322.05	5.25	3	Det.	8	Sep.	Iron.	Al.	L...	Sil-e.	1.44	343	Chain.	None.	Al.	3.94	28.0	.87x1.75	4
Lycorning	HFA	T. Buses	8-3x4 1/2	36.45	105-2800	322.05	5.25	3	Det.	8	Sep.	Iron.	Al.	L...	Sil-e.	1.44†	343	Heli.	None.	CI...	3.94	39.7	.87x1.97	4
Lycorning	ASD	Trucks	6-31x41 1/2	33.75	84-3000	298.25	5.00	3	Det.	6	Int.	Iron.	PS.	L...	Sil-e.	1.75†	312	Heli.	None.	CI...	4.25	45.1	1.00x2.97	4
Lycorning	ASB	Trucks	6-31x41 1/2	31.53	85-3100	278.64	5.00	3	Det.	6	Int.	Iron.	PS.	L...	Sil-e.	1.75†	312	Heli.	None.	CI...	4.25	47.0	1.00x1.87	4
Lycorning	TV	T. Buses	6-31x41 1/2	37.20	98-2800	365.31	4.60	3	Det.	6	Sep.	Iron.	PS.	L...	Sil-e.	1.81†	312	Heli.	None.	CI...	4.37	38.0	1.12x3.16	4
Lycorning	TS	T. Buses	6-31x41 1/2	36.03	98-2750	353.76	4.60	3	Det.	6	Sep.	Iron.	PS.	L...	Sil-e.	1.81†	312	Heli.	None.	CI...	4.37	47.0	1.12x3.09	4
Lycorning	CW	Trucks	4-4x5	25.60	47-2200	251.32	3.80	3	Det.	4	Sep.	Iron.	PS.	L...	Sil-e.	1.62	312	Heli.	Accx.	CI...	4.12	47.0	1.12x2.25	3
Lycorning	UF	Marine	12-41x41 1/2		325-2500	1010.15	15.12	Rail.	12	Int.	Iron.	Al.	L...	Sil-e.	2.00†	437	Chain.	None.	Al.	5.69	60.0	1.19x3.94	5	
Lycorning	UE	Marine	8-31x41 1/2		165-3200	419.68	5.23	4	Det.	8	Int.	Iron.	Al.	L...	Sil-e.	1.75†	343	Heli.	None.	Al.	4.25	32.0	1.00x2.00	4
Lycorning	UC	Marine	8-31x41 1/2		120-3000	322.05	5.50	4	Det.	8	Sep.	Iron.	Al.	L...	Sil-e.	1.44†	343	Heli.	None.	Al.	3.94	26.0	.87x1.75	4
Lycorning	UAC	Marine	4-31x24		35-2600	118.85	5.02	4	Det.	4	Int.	Iron.	Al.	L...	Sil-e.	1.37†	312	Heli.	None.	Al.	3.50	21.0	.75x1.87	3
Lycorning	UAB	Marine	4-31x24		45-3400	118.85	6.00	4	Det.	4	Int.	Iron.	Al.	L...	Sil-e.	1.37†	312	Heli.	None.	Al.	3.50	21.0	.75x1.78	3
Mar Tan.	F	Trucks	2-31x33 1/2		12-1800	69.9		3	Det.	1	Sep.	SS...	I...	Sil...			Spur.	None.	CI...				.75x3.63	2
Miller	4-255	Cars, Mar.	4-41x41 1/2	28.9	225-5500	255.0	10.50	3	Int.	4	Sep.	Al.	Al.	L...	Sil...	1.56	375	Spur.	None.	Al.	3.00	36.0	1.00x4.06	3
Miller	308-V-8	Cars, Mar.	5-31x4 1/2	39.2	300-5500	308.0	7.50	3	Int.	4	Sep.	Al.	Al.	L...	Sil...	1.75†	375	Spur.	None.	Al.	2.78	28.0	1.00x3.19	3
Scripps	84	Marine	4-41x41 1/2	22.50	75-3000	220.85	6.50	4	Det.	4	Int.	SS...	Al.	L...	Sil...	1.81	375	Heli.	None.	Al.	4.25		1.12x3.22	Flo.
Scripps	F-4	Marine	4-31x41 1/2	22.50	40-1600	220.85	5.00	4	Det.	4	Int.	SS...	Al.	L...	Sil...	1.81	375	Heli.	None.	Al.	4.25		1.12x3.22	Flo.
Scripps	F-6	Marine	6-31x41 1/2	22.50	80-2000	331.25	5.00	8	Det.	6	Int.	SS...	Al.	L...	Sil...	1.81	375	Heli.	None.	Al.	4.25		1.12x3.22	Flo.
Scripps	120, 121	Marine	6-31x41 1/2	22.50	90-2000	331.25	5.00	8	Det.	2	Int.	SS...	Al.	L...	Sil...	1.81	375	Heli.	None.	Al.	4.25		1.12x3.22	Flo.
Scripps	124, 125	Marine	6-31x41 1/2	33.75	135-3300	331.25	6.50	8	Det.	2	Int.	SS...	Al.	L...	Sil...	1.81	375	Heli.	None.	Al.	4.25		1.12x3.22	Flo.
Scripps	150, 151	Marine	6-41x51 1/2	43.35	130-2400	441.05	3.00	4	Det.	2	Sep.	Al.	Iron.	L...	Sil-e.	2.12	406†	Heli.	None.	Al.	5.12	46.0	1.25x3.69	4
Scripps	152, 153	Marine	6-41x51 1/2	43.35	165-3000	441.05	3.00	4	Det.	2	Sep.	Al.	Al.	L...	Sil-e.	2.12	406†	Heli.	None.	Al.	5.12	46.0	1.25x3.69	4
Scripps	154, 155	Marine	6-41x51 1/2	43.35	110-1800	441.05	3.00	4	Det.	2	Sep.	Al.	Iron.	L...	Sil-e.	2.12	406†	Heli.	None.	Al.	5.12	46.0	1.25x3.69	4
Scripps	160, 161, 164, 165	Marine	6-41x51 1/2	48.60	125-1800		5.50	8	Det.	2	Sep.	Al.	Al.	L...	Sil-e.	2.25	440†	Heli.	None.	Al.	5.37	48.0	1.37x4.00	4
Scripps	162, 163	Marine	6-41x51 1/2	45.60	160-2200	548.45	5.20	8	Det.	2	Sep.	Al.	Al.	L...	Sil-e.	2.12	440†	Heli.	None.	Al.	5.37	41.0	1.37x3.75	Flo.
Scripps	170, 171, 174, 175	Marine	6-41x51 1/2	33.75	140-1800	611.4	4.80	8	Det.	2	Sep.	Al.	Al.	L...	Sil-e.	2.12								

ENGINES—Continued

CONNECTING RODS			CRANKSHAFT					OILING SYSTEM		WATER CIRCULATION		GOVERNOR		MISCELLANEOUS					MAKE AND MODEL						
Material	Center to Center Length (Ins.)	Weight (with Bushings and Cap) Ozs.	Material	Offset (Ins.)	Counterbalances Used?	Crank Pin Diameter and Length (Ins.)	Main Bearings		Pressure to	Pump Type	Type	Pump Type	Furnished?	Type	Maximum Governed Speed (R.P.M.)	Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carburetor or Ignition) Lbs.	Adapted for Use of Kerosene?	Overall Dimensions (Ins.)			Ball Housing Provided?	S.A.E. Numbers		
							Front	Rear											Width	Height	Length				
Car.	9.12	51.0	Car...	None.	No.	2.25x1.50	7	2.62x1.75	2.62x2.75	abe.	Gear.	Pump.	Cent.	Opt.	Cent.	1800	1000	810	Yes.	203	28	42	3	Hercules.	WXC-2
Car.	9.12	51.0	Car...	None.	No.	2.25x1.50	7	2.62x1.75	2.62x2.75	abe.	Gear.	Pump.	Cent.	Opt.	Cent.	1800	1000	815	Yes.	203	28	42	3	Hercules.	WXC-3
Car.	9.62	64.5	Car...	None.	No.	2.50x1.75	7	3.00x2.00	3.00x3.00	abe.	Gear.	Pump.	Cent.	Opt.	Cent.	1800	1000	975	Yes.	213	31	46	3	Hercules.	YXB
Car.	9.62	64.5	Car...	None.	No.	2.50x1.75	7	3.00x2.00	3.00x3.00	abe.	Gear.	Pump.	Cent.	Opt.	Cent.	1800	1000	975	Yes.	213	31	46	3	Hercules.	YXC
Car.	9.62	64.5	Car...	None.	No.	2.50x1.75	7	3.00x2.00	3.00x3.00	abe.	Gear.	Pump.	Cent.	Opt.	Cent.	1800	1000	975	Yes.	213	31	46	3	Hercules.	YXC-2
Car.	9.62	64.5	Car...	None.	No.	2.50x1.75	7	3.00x2.00	3.00x3.00	abe.	Gear.	Pump.	Cent.	Opt.	Cent.	1800	1000	975	Yes.	213	31	46	3	Hercules.	YXC-3
Car.	11.00	81.0	Car...	None.	No.	2.00x2.25	5	2.00x3.87	2.00x2.62	abdef.	Gear.	Pump.	Gear.	NP.		1000	858	No.	23	31	55	No.	Kermath.	F	
Car.	11.00	80.0	Car...	None.	No.	2.25x2.23	7	2.50x3.91	2.50x2.62	abdef.	Gear.	Pump.	Gear.	NP.		800	1205	No.	26	33	57	No.	Kermath.	G	
Car.	11.00	80.0	Car...	None.	No.	2.25x2.23	7	2.50x3.91	2.50x2.62	abdef.	Gear.	Pump.	Gear.	NP.		1000	1365	No.	28	34	57	No.	Kermath.	L	
Car.	9.50	39.0	Car...	None.	No.	12x1.50	7	2.62x2.87	2.62x2.26	abdef.	Gear.	Pump.	Gear.	NP.		1600	No.	22	27	52	No.	Kermath.	M		
Car.	11.00	80.0	Car...	None.	No.	2.25x2.23	7	2.50x3.91	2.50x2.62	abdef.	Gear.	Pump.	Gear.	Opt.		1400	1350	No.	29	38	59	No.	Kermath.	R	
Car.	11.00	184.0	Car...	None.	Yes.	75x2.25	7	3.00x3.84	3.00x2.25	abdef.	Vane.	Pump.	Gear.		1200	2250	No.	42	37	75	No.	Kermath.	V		
Car.	11.00	80.0	Car...	None.	No.	2.25x2.23	7	2.50x3.91	2.50x2.62	abdef.	Gear.	Pump.	Gear.	Opt.		1200	1350	No.	29	38	59	No.	Kermath.	9	
Car.	9.00	38.0	Car...	None.	No.	1.37x2.25	3	1.37x3.62	1.37x3.00	abdef.	Piston.	Pump.	Gear.	NP.		567	No.	20	26	52	No.	Kermath.	12		
Car.	9.00	38.0	Car...	None.	No.	1.37x2.25	3	1.37x3.62	1.37x3.00	abdef.	Piston.	Pump.	Gear.	NP.		567	No.	20	26	52	No.	Kermath.	16		
Car.	9.00	38.0	Car...	None.	No.	1.37x2.25	3	1.37x3.62	1.37x3.00	abdef.	Piston.	Pump.	Gear.	NP.		635	No.	20	26	52	No.	Kermath.	29		
Car.	9.00	58.0	Car...	None.	No.	2.34x1.69	5	2.62x2.12	2.62x2.75	abdef.	Gear.	Pump.	Cent.	Stk.	Cent.	2800	1200	1000	No.	26	31	52	2	Lycorning.	AEF
Car.	9.44	41.50	Car...	None.	Yes.	2.50x2.50	4	3.00x2.56	3.00x2.37	abdef.	Gear.	Pump.	Cent.	Stk.	Cent.	2800	1500	1200	No.	26	37	46	2	Lycorning.	BC
Car.	9.50	37.40	Car...	None.	No.	2.12x1.25	5	2.37x1.94	2.37x1.87	abdef.	Gear.	Pump.	Cent.	NP.		1300	685	No.	24	21	42	5	Lycorning.	GU	
Car.	9.00	41.60	Car...	None.	No.	2.12x1.50	4	2.37x2.06	2.37x2.37	abdef.	Gear.	Pump.	Cent.	NP.		1000	879	No.	25	30	38	3	Lycorning.	SA	
Car.	9.00	44.10	Car...	None.	Yes.	2.12x1.50	4	2.37x2.06	2.37x2.37	abdef.	Gear.	Pump.	Cent.	NP.		850	589	No.	25	30	38	3	Lycorning.	SB	
Car.	9.00	41.6	Car...	None.	No.	2.12x1.50	4	2.37x2.06	2.37x2.37	abdef.	Gear.	Pump.	Cent.	NP.		1000	500	No.	25	30	38	3	Lycorning.	SC	
Car.	9.00	41.6	Car...	None.	No.	2.12x1.50	3	2.12x1.75	2.12x2.37	abdef.	Gear.	Pump.	Cent.	NP.		1150	485	No.	25	32	40	4	Lycorning.	AFE	
Car.	9.44	40.6	Car...	None.	Yes.	2.50x2.50	4	3.00x2.56	3.00x2.37	abdef.	Gear.	Pump.	Cent.	NP.		1066	No.	25	35	46	3	Lycorning.	BB		
Car.	9.00	44.2	Car...	None.	No.	2.12x1.50	5	2.37x2.75	2.37x2.75	abdef.	Gear.	Pump.	Cent.	Opt.	Suct.	2800	1700	900	No.	26	30	48	3	Lycorning.	HFB
Car.	9.00	44.2	Car...	None.	No.	2.12x1.50	5	2.37x2.75	2.37x2.75	abdef.	Gear.	Pump.	Cent.	Opt.	Suct.	2800	1000	900	No.	26	30	48	3	Lycorning.	HFA
Car.	9.00	51.8	Car...	None.	No.	2.34x1.69	4	2.62x2.12	2.62x2.75	abdef.	Gear.	Pump.	Cent.	Opt.	Suct.	1600	800	700	No.	25	31	42	3	Lycorning.	ASD
Car.	9.00	47.0	Car...	None.	No.	2.34x1.69	4	2.62x2.12	2.62x2.75	abdef.	Gear.	Pump.	Cent.	Opt.	Suct.	1600	1100	700	No.	25	31	42	3	Lycorning.	ASB
Car.	10.75	60.0	Car...	None.	Yes.	2.50x1.62	4	2.75x2.75	2.75x2.75	abdef.	Gear.	Pump.	Cent.	NP.		850	850	No.	26	32	45	3	Lycorning.	TV	
Car.	10.75	60.0	Car...	None.	Yes.	2.50x1.62	4	2.75x2.75	2.75x2.75	abdef.	Gear.	Pump.	Cent.	NP.		850	850	No.	26	32	45	3	Lycorning.	TS	
Car.	11.94	52.0	Car...	None.	No.	2.12x1.81	5	2.12x2.69	2.12x2.69	abdef.	Gear.	Pump.	Cent.	NP.		800	660	No.	21	31	41	3	Lycorning.	C4W	
Car.	9.00	76.0	Car...	None.	Yes.	3.00x3.25	4	6.00x2.12	6.00x2.12	abdef.	Gear.	Pump.	Gear.	NP.		1700	2250	No.	32	37	71	3	Lycorning.	UF	
Car.	9.00	47.0	Car...	None.	No.	2.34x1.69	5	2.62x2.53	2.62x2.75	abdef.	Gear.	Pump.	Gear.	NP.		2000	1110	No.	32	38	67	3	Lycorning.	UE	
Car.	9.00	44.0	Car...	None.	No.	2.12x1.50	5	2.37x2.75	2.37x2.00	abdef.	Gear.	Pump.	Gear.	NP.		2000	960	No.	26	34	63	3	Lycorning.	UC	
Car.	8.00	31.0	Car...	None.	No.	1.75x1.50	3	1.87x1.87	1.87x1.62	abdef.	Gear.	Pump.	Gear.	NP.		390	390	No.	21	23	39	3	Lycorning.	UAC	
Car.	8.00	31.0	Car...	None.	No.	1.75x1.50	3	1.87x1.87	1.87x1.62	abdef.	Gear.	Pump.	Gear.	NP.		390	390	No.	21	23	39	3	Lycorning.	UAB	
CS.	7.75	NieS.	Car...	None.	Yes.	1.19x2.00	3				Pist.		Stk.		1800	1800	140	No.	15	23	21	No.	Mar Tan.	F	
ASL.	8.00	44.0	ChM.	None.	Yes.	2.12x2.31	5	2.12x2.25	2.25x2.37	abdef.	Gear.	Pump.	Cent.	NP.		385	No.	15	30	25	Yes.	4	Miller.	4-255	
ASL.	8.25	40.0	ChM.	None.	Yes.	2.37x1.22	5	2.62x2.37	2.62x2.66	abdef.	Gear.	Pump.	Cent.	NP.		800	No.	23	31	25	Yes.	308	Miller.	V-8	
ASL.	10.50	Car.	None.	No.	2.19x1.87	3	2.25x2.81	2.25x2.81	abdef.	Gear.	Pump.	Gear.			1800	635	No.	17	20	47	No.	84	Scraps.		
ASL.	10.50	Car.	None.	No.	2.19x1.87	3	2.25x2.81	2.25x2.81	abdef.	Gear.	Pump.	Gear.			1200	660	No.	17	20	47	No.	84	Scraps.	F-4	
ASL.	10.50	Car.	None.	No.	2.19x1.87	4	2.25x2.81	2.25x2.81	abdef.	Gear.	Pump.	Gear.			1800	900	No.	15	20	56	No.	120	Scraps.	F-6	
ASL.	10.50	Car.	None.	Yes.	2.19x1.87	4	2.25x2.81	2.25x2.81	abdef.	Gear.	Pump.	Gear.			1800	900	No.	15	24	58	No.	120	Scraps.		
ASL.	10.50	Car.	None.	Yes.	2.19x1.87	4	2.25x2.81	2.25x2.81	abdef.	Gear.	Pump.	Gear.			1800	800	No.	15	24	58	No.	124	Scraps.	124, 125	
ASL.	10.87	70.0	Car...	None.	Yes.	2.75x2.25	4	3.25x2.25	3.25x2.25	abdef.	Gear.	Pump.	Gear.	NP.		1020	1020	No.	27	32	56	Yes.	150	Scraps.	150, 151
ASL.	10.87	70.0	Car...	None.	Yes.	2.75x2.25	4	3.25x2.25	3.25x2.25	abdef.	Gear.	Pump.	Gear.	NP.		1020	1020	No.	27	32	56	Yes.	152	Scraps.	152, 153
ASL.	10.87	70.0	Car...	None.	Yes.	2.75x2.25	4	3.25x2.25	3.25x2.25	abdef.	Gear.	Pump.	Gear.	NP.		1200	1020	No.	25	32	56	Yes.	154	Scraps.	154, 155
ASL.	11.25	NieS.	None.	Yes.	2.87x2.00	4	3.00x3.25	3.00x3.62	abdef.	Gear.	Pump.	Gear.			1800	1295	No.	23	27	66	No.	160	Scraps.	160, 161, 164, 165	
ASL.	11.25	80.0	NieS.	None.	Yes.	2.87x2.00	4	3.00x3.25	3.00x3.62	abdef.	Gear.	Pump.	Gear.			1800	1195	No.	23	27	66	No.	162	Scraps.	162, 163
ASL.	11.25	80.0	NieS.	None.	Yes.	2.87x2.00	4	3.00x3.25	3.00x3.62	abdef.	Gear.	Pump.	Gear.			1800	1295	No.	23	27	66	No.	170	Scraps.	170, 171, 174, 175
ASL.	11.25	80.0	NieS.	None.	Yes.	2.87x2.00	4	3.00x3.25	3.00x3.62	abdef.	Gear.	Pump.	Gear.												

AMERICAN STOCK

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (Ins.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	CYLIN- DERS		CRANKCASE		VALVES		FRONT END DRIVE		PISTONS				Number Rings per Piston				
								Head	No. Cast in One Piece	Upper Half		Material	Arrangement	Head Material	Clear Diameter (Ins.)	Lift (Ins.)	Type	Non-Metallic Gear Used On?	Material		Length (Ins.)	Weight (with Pins, Rings & Bushings) Ozs.	Piston Pins	
										Integral with Cylinders?	Material												Diameter and Length (Ins.)	Pin Bearing In
Thorebred ¹	XS6 Marine	6-4 1/2 x 4 1/2	40.84		381.0	4.67	4	Det.	6	Int.	Iron.	Iron.	L.	ChN°	1.62 1/2	.312	Heli.	None.	CI	4.37	72.0	1.00x3.87		
Twin City	TW Tractors	4-4 1/2 x 6	28.90		340.4	4.00	4	Det.	4	Int.	Iron.	Iron.	I.	Sil.	1.47	.312	Heli.	None.	CI	5.00	74.0	1.25x3.87		
Twin City	FE Tractors	4-4 1/2 x 6	32.40		381.7	4.03	4	Det.	2	Sep.	Iron.	Iron.	I.	Sil.	1.81	.405	Heli.	None.	CI	5.50	90.0	1.25x3.87		
Twin City	KE Tractors	4-4 1/2 x 5	28.90		283.7	4.03	3	Det.	4	Int.	Iron.	Iron.	I.	Sil.	1.62	.430	Heli.	None.	CI	5.00	74.0	1.25x3.87		
Twin City	AE Tractors	4-5 1/2 x 6 1/2	48.40		641.4	3.80	4	Det.	4	Int.	Iron.	Iron.	I.	Sil.	1.75	.441	Heli.	None.	CI	6.75	170.0	1.62x5.00		
Waukesha	FLJ Tractors	4-3x4	14.40		113.0		3	Det.	4	Int.	Iron.	PS.	L.				Heli.	None.	CI			.87x2.37	Flo.	
Waukesha	FKJ Tractors	4-3 1/2 x 4	16.90		133.0		3	Det.	4	Int.	Iron.	PS.	L.				Heli.	None.	CI			.87x2.37	Flo.	
Waukesha	XAH T. Tr. Ind.	4-4 1/2 x 4 1/2	21.00		186.0		3	Det.	4	Int.	Iron.	PS.	L.	ChN°			Heli.	None.	CI			1.11x		
Waukesha	XAK T. Tr.	4-3 1/2 x 4 1/2	22.50		210.0		3	Det.	4	Int.	Iron.	PS.	L.				Heli.	None.	CI					
Waukesha	V T. B. & Tr.	4-4x5	25.60		251.0		3	Det.	4	Int.	Iron.	PS.	L.				Heli.	None.	CI				Pist.	
Waukesha	VK T. Tr.	4-4 1/2 x 5	28.90		284.0		3	Det.	4	Int.	Iron.	PS.	L.				Heli.	None.	CI					
Waukesha	VIS Tractors	4-4 1/2 x 5 1/2	27.20		281.0		3	Det.	4	Int.	Iron.	Iron.	I.				Heli.	None.	CI			1.31x2.00		
Waukesha	VIL Tractors	4-4 1/2 x 5 1/2	30.60		316.0		3	Det.	4	Int.	Iron.	Iron.	I.				Heli.	None.	CI			1.31x2.00		
Waukesha	VIK Tractors	4-4 1/2 x 5 1/2	34.20		353.0		3	Det.	4	Int.	Iron.	Iron.	I.				Heli.	None.	CI			1.31x2.00		
Waukesha	CHS Tractors	4-4 1/2 x 6 1/2	36.10		443.0		3	Det.	4	Int.	Iron.	Iron.	I.				Heli.	None.	CI			1.50x1.87	Flo.	
Waukesha	CHK Tractors	4-5 1/2 x 6 1/2	42.03		516.0		3	Det.	4	Int.	Iron.	Iron.	I.				Heli.	None.	CI			1.50x1.87	Flo.	
Waukesha	HS T & Tr.	4-5 1/2 x 6 1/2	48.40		618.0		3, 4	Det.	4	Sep.	Iron.	Iron.	L.				Heli.	None.	CI			1.38x3.25	Pist.	
Waukesha	HL Tractors	4-6x6 1/2	57.60		735.0		3, 4	Det.	4	Sep.	Iron.	Iron.	L.				Heli.	None.	CI			1.38x3.38	Pist.	
Waukesha	JS Tractors	4-5 1/2 x 7	48.40		665.0		3, 4	Det.	2	Sep.	Iron.	Iron.	L.				Heli.	None.	CI			1.62x3.12		
Waukesha	JL Tractors	4-6x7	57.60		792.0		3	Det.	2	Sep.	Iron.	Iron.	L.				Heli.	None.	CI			1.62x3.12		
Waukesha	JK Tractors	4-6 1/2 x 7	67.60		929.0		3	Det.	2	Sep.	Iron.	Iron.	L.				Heli.	None.	CI			1.62x3.12		
Waukesha	WL	4-6 1/2 x 8	62.50		982.0		3, 4	Det.	2	Sep.	Iron.	Iron.	L.				Heli.	None.	CI			1.62x	Pist.	
Waukesha	WK	4-6 1/2 x 8	73.00		1145		3, 4	Det.	2	Sep.	Iron.	Iron.	L.				Heli.	None.	CI			1.62x	Pist.	
Waukesha	6-90 T. Tr. B. Ind.	6-3 1/2 x 4 1/2	27.34		255.0		3	Det.	4	Int.	Iron.	PS.	F.	ChN°			Heli.	None.	Al			1.00x		
Waukesha	6MS T. B. Tr.	6-3 1/2 x 4 1/2	33.70		315.0		3	Det.	6	Int.	Iron.	PS.	L.				Heli.	None.	CI				Pist.	
Waukesha	6ML T. B. Tr.	6-4x4 1/2	38.50		358.0		3	Det.	6	Int.	Iron.	PS.	L.				Heli.	None.	CI				Pist.	
Waukesha	6-110 T. B. Tr. Ind.	6-4x4 1/2	38.50		358.0		3	Det.	6	Int.	Iron.	Al	F.	ChN°			Heli.	None.	Al			1.00x		
Waukesha	6MK T. B. Tr.	6-4 1/2 x 4 1/2	40.80		381.0		3	Det.	6	Int.	Iron.	PS.	L.				Heli.	None.	CI				Pist.	
Waukesha	6SRS T & B	6-4 1/2 x 5 1/2	40.84		411.0		3	Det.	6	Sep.	Iron.	PS.	L.				Heli.	None.	Al				Pist.	
Waukesha	6SRL T & B	6-4 1/2 x 5 1/2	46.00		464.0		3	Det.	6	Sep.	Iron.	PS.	L.				Heli.	None.	CI			1.00x2.25	Pist.	
Waukesha	6-125 T. B. Tr. Ind.	6-4 1/2 x 5 1/2	46.00		464.0		3	Det.	6	Sep.	Iron.	PS.	F.	ChN°			Heli.	None.	Al			1.00x		
Waukesha	6SRK T. B. Tr.	6-4 1/2 x 5 1/2	51.34		517.0		3	Det.	6	Int.	Iron.	PS.	L.				Heli.	None.	Al			1.37x	Flo.	
Waukesha	6HBT T & Buses	6-4 1/2 x 5 1/2	43.10		490.0		3	Det.	2	Sep.	Al	Al	L.				Heli.	None.	CI				Pist.	
Waukesha	6AB T & Buses	6-4 1/2 x 5 1/2	48.60		549.0		3	Det.	2	Sep.	Al	Al	L.				Heli.	None.	CI				Pist.	
Waukesha	6RB T & Buses	6-5x5 1/2	60.00		677.0		3	Det.	2	Sep.	Al	Al	L.				Heli.	None.	Al			1.38x2.93	Pist.	
Waukesha	6LS Rail C.	6-7x8 1/2	104.0		1962.0		4	Det.	1	Sep.	Iron.	Iron.	L.				Heli.	None.	Al			2.25x3.75	Pist.	
Waukesha	6LK Rail C.	6-7 1/2 x 8 1/2	144.0		2410.0		4	Det.	1	Sep.	Iron.	Iron.	L.				Heli.	None.	Al			2.25x4.25	Pist.	
Wisconsin	SU T & Tr.	4-4x5	25.60		50-2000	251.3	4.20	3	Det.	4	Int.	Iron.	PS.	I.	Sil.	1.53	.380	Heli.	Idler.	CI	4.25	55.0	1.06x3.47	
Wisconsin	W Tr. Ind.	4-4 1/2 x 5	49-1600		267.0	4.15	3	Det.	4	Int.	Iron.	Iron.	I.	Sil.	1.53	.380	Heli.	None.	CI	4.25	58.0	1.06x3.47		
Wisconsin	X Tr. Ind.	4-4 1/2 x 5	32.4		66-1800	318	4.25	3	Det.	4	Int.	Iron.	Iron.	I.	Sil.	1.81	.387	Heli.	Idler.	CI	4.75	91.0	1.187x3.63	
Wisconsin	N T. Tr. Ind.	6-3 1/2 x 4 1/2	29.39		55-2500	245	4.60	3	Det.	6	Int.	Iron.	PS.	I.	Sil.	1.50	.380	Heli.	Cam.	CI	4.00	59.0	1.06x2.85	Pist.
Wisconsin	GA-1 T. Buses	6-3 1/2 x 5	31.54		65-2000	309	4.54	3	Det.	6	Int.	Iron.	Iron.	I.	Sil.	1.50	.380	Heli.	Idler.	CI	4.00	50.0	1.06x3.10	
Wisconsin	GA-2 Tr. Ind.	6-3 1/2 x 5	33.75		67-2000	331	4.54	3	Det.	6	Int.	Iron.	Iron.	I.	Sil.	1.50	.380	Heli.	Idler.	CI	3.90	51.0	1.06x3.10	
Wisconsin	L-2 T. Tr. Ind.	6-3 1/2 x 5	36.00		80-2200	354	4.30	3	Det.	6	Int.	Iron.	Iron.	I.	Sil.	1.75	.378	Heli.	Idler.	CI	4.87	48.0	1.25x3.15	Flo.
Wisconsin	L-3 T. Tr. Ind.	6-4 1/2 x 5	40.80		85-2000	401	4.30	3	Det.	6	Int.	Iron.	Iron.	I.	Sil.	1.75	.378	Heli.	Idler.	CI	4.72	52.0	1.25x3.40	Flo.
Wisconsin	ZA-1 T. Tr. Ind.	6-4 1/2 x 5	48.60		108-2000	477	4.50	3	Det.	6	Sep.	SS...	Iron.	I.	Sil.	1.81	.450	Heli.	Idler.	CI	4.75	88.0	1.19x3.93	
Wisconsin	ZA-2 T. Tr. Ind.	6-4 1/2 x 5	51.34		112-2000	504	4.50	3	Det.	6	Sep.	SS...	Iron.	I.	Sil.	1.81	.450	Heli.	Idler.	CI	4.75	94.0	1.19x3.93	
Wisconsin	F Tr. Ind.	6-6x7	86-40		145-1200	1187	4.18	3	Det.	2	Sep.	SS...	Iron.	I.	Sil.	2.25	.465	Heli.	None.	CI	6.25	196.0	1.69x5.20	Rod.

ABBREVIATIONS:

a—Main Bearings.
Accx—Accessories Drive.
Al—Aluminum Alloy.
Als—Aluminum Steel with Strut.
AST—Alloy Steel.
b—Connecting Rod Bearings.
B—Buses.
Ball—Ball Bearing.

c—Camshaft Bearings.

C—Cars.
Cam—Camshaft.
Car—Carbon Steel.
Cent—Centrifugal.
ChM—Chrome Molybdenum.
ChN—Chrome Nickel Steel.
Chr—Chromium Steel.
ChNI—Chrome Nickel Iron.

ChVa—Chrome Vanadium.

C&H—Chain and Helical Gear.
CI—Cast Iron.
CNI—Cast Nickel Iron.
Cran—Crankshaft.
d—Wrist Pins.
Det—Detachable.
Dur—Duralumin.
e—(Oiling System)—Timing Gear Case.

e—Exhaust.

Ecc—Eccentric.
f—Rocker Arm.
Flo—Floating.
HI—Horizontal in Head.
Heli—Helical.
I—Both valves in head.
Io—Valve in Head; overhead camshaft.
Ind—Industrial.

AMERICAN

MAKE AND MODEL	GENERAL				ENGINE																				
	Price \$	Wheelbase (Ins.)	Tire Size (Ins.)	Weight with Cab (Lbs.)	Make and Model	No. of Cylinders, Bore and Stroke (Ins.)	Rated H. P. (N.A.C.C.)	Piston Displacement (Cu. Ins.)	Compression Ratio	Suspension	Cylinder Head	Number Cast in One Piece	Valves			Oiling System		Water Circulation	Fuel System		Electric System				
													Arrangement	Head Material	Drive	Piston Material	Pressure to		Pump Type	Carburetor Make	Fuel Feed	Ignition			Voltage
																						Make	Current Source	Generator and Starter Make	
Checker	T	130	6.50/18	4763	Lyc. GUC	8-3x4 1/2	28.80	268.6		4	Det...		L...	Sil...	Chain	CI...	abode...	Gear...	Pump...	Zenith...	Air...	A-L...	B...	A-L...	
Gen. Mot.	0-12	122	6.50/18		G.M.T. 257	6-3 1/2 x 4 1/2	28.30	257.5	4.50	3	Det...	6	I...	Sil...	Hel...	CI...	abf...	Gear...	Pump...	Marvel...	Mp...	D-R...	B...	D-R...	
Paramount	G	127	7.00/18	4800	Cont. 3P	6-3 1/2 x 4	27.34	214.7	4.45	3	Det...	6	L...	CNS...	Chain	CI...	abe...	Gear...	Pump...	Zenith...	Vac...	D-R...	B...	D-R...	

ABBREVIATIONS:
a—Main Bearings.
A-L—Auto-Lite.
b—Connecting Rods.

B—Battery
c—Camshaft Bearings
C&L—Cam and Lever
Cha—Chain

CNS—Chrome Nickel Intake, Silicon
Chromium Exhaust
CI—Cast Iron
Col—Columbia

Cent—Continental
d—Wrist Pins
Det—Detachable
D-R—Delco-Remy

D—Disk
e—Gear Case
Eng—Unit with Engine
Ext-De—External Drive Shaft
F—Fabrio

February 25, 1933

Automotive Industries

ENGINES—Continued

CONNECTING RODS			CRANKSHAFT					OILING SYSTEM		WATER CIRCULATION		GOVERNOR		MISCELLANEOUS							MAKE AND MODEL				
Material	Center to Center Length (Ins.)	Weight (with Bushings and Cap) Ozs.	Material	Offset (Ins.)	Counterbalances Used?	Crank Pin Diameter and Length (Ins.)	Main Bearings		Pressure to	Pump Type	Type	Pump Type	Furnish?	Type	Maximum Governor Speed (R.P.M.)	Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carburetor or Ignition) Lbs.	Adapted for Use of Kerosene?	Overall Dimensions (Ins.)			Ball Housing Provided?	S.A.E. Numbers		
							Front	Rear											Width	Height	Length				
Car...	8.75	48.0	Car...	None...	No...	2.25x1.50	7	2.62x2.75	2.62x1.62	abce...	Gear...	Pump...	Gear...	Opt...	Cent...			Yes...	20	24 1/2	57 1/2	No...	Thorobred	XS6	
Car...	12.00	120.0	Car...	None...	No...	2.37x2.87	3	2.25x2.97	2.75x4.00	ab...	Gear...	Pump...	Cent...	Stk...	Cent...	1075	900	1040	Yes...	25 1/2	42	41 1/2	2	Twin City	TW
Car...	12.00	120.0	Car...	None...	No...	2.37x2.87	3	2.25x2.97	2.75x4.00	abcef...	Gear...	Pump...	Cent...	Stk...	Cent...	1075	900	1260	Yes...	30 1/2	47 1/2	42 1/2	1	Twin City	FE
Car...	5.00	96.0	Car...	None...	No...	2.37x2.50	3	2.50x2.50	2.62x3.50	abcef...	Gear...	Pump...	Cent...	Stk...	Cent...	1000	800	1075	Yes...	23 1/2	43 1/2	46 1/2	2	Twin City	KE
Car...	14.00	248.0	Car...	None...	Yes...	3.00x3.62	3	2.90x3.91	3.12x5.75	abf...	Gear...	Pump...	Cent...	Stk...	Cent...	900	700	1800	Yes...	34 1/2	47 1/2	54 1/2	1	Twin City	AE
Car...	7.25		Car...			1.75x1.25	3	2.12x1.25	2.12x1.50	abce...	Gear...	Opt...	Vane...	Opt...	Cent...		285	19	28 1/2	37 1/2	5	Waukesha	FLJ		
Car...	8.75		Car...			1.75x1.25	3	2.12x1.25	2.12x1.50	abce...	Gear...	Opt...	Vane...	Opt...	Cent...		290	19	28 1/2	37 1/2	5	Waukesha	FKJ		
Car...	8.75		Car...			2.00x1.50	3	2.00x1.87	2.00x2.50	abede...	Gear...	Opt...	Cent...	Opt...	Cent...		375	17 1/2	27	32 1/2	5	Waukesha	XAH		
Car...	8.75		Car...	None...	No...	2.12x1.50	3	2.25x1.75	2.25x2.31	abce...	Gear...	Opt...	Cent...	Opt...	Cent...		400				5	Waukesha	XAK		
Car...	10.00	57.5	Car...	0.25	No...	2.25x2.00	3	2.25x2.00	2.37x2.75	abce...	Gear...	Opt...	Cent...	Opt...	Cent...		580		20 1/2	34	36 1/2	3	Waukesha	V	
Car...	10.00		Car...	0.25	No...	2.25x2.00	3	2.25x2.00	2.37x2.75	abce...	Gear...	Opt...	Cent...	Opt...	Cent...		600		20 1/2	34	36 1/2	3	Waukesha	VK	
Car...	10.50		Car...			2.37x2.12	3	2.37x2.12	2.37x2.75	abede...	Gear...	Pump...	Cent...	Stk...	Cent...		1375		21 1/2	35		2	Waukesha	VIS	
Car...	10.50		Car...			2.37x2.12	3	2.37x2.12	2.37x2.75	abede...	Gear...	Pump...	Cent...	Stk...	Cent...		1375		21 1/2	35		2	Waukesha	VIL	
Car...	10.50		Car...			2.37x2.12	3	2.37x2.12	2.37x2.75	abede...	Gear...	Pump...	Cent...	Stk...	Cent...		1375		21 1/2	35		2	Waukesha	VIK	
Car...	11.75		Car...	None...	No...	2.75x2.50	3	3.00x2.87	3.00x3.62	abede...	Gear...	Pump...	Cent...	Stk...	Cent...		1575		24	42		2	Waukesha	CHS	
Car...	11.75		Car...	None...	No...	2.75x2.50	3	3.00x2.87	3.00x3.62	abede...	Gear...	Pump...	Cent...	Stk...	Cent...		1575		24	42		2	Waukesha	CHK	
Car...	13.25		Car...			2.50x2.75	3	3.00x3.00	3.00x3.63	abce...	Gear...	Pump...	Cent...	Stk...	Cent...	1000		1550		30 1/2	42	48	1	Waukesha	HS
Car...	13.25		Car...			2.50x2.75	3	3.00x3.00	3.00x3.63	abce...	Gear...	Pump...	Cent...	Stk...	Cent...	1000		1575		30 1/2	42	48	1	Waukesha	HL
Car...	15.37		Car...			3.25x2.75	3	3.75x3.25	3.75x4.25	abce...	Gear...	Pump...	Cent...	Stk...	Cent...		2170		30 1/2	47	52 1/2	0	Waukesha	JS	
Car...	15.37		Car...			3.25x2.75	3	3.75x3.25	3.75x4.25	abce...	Gear...	Pump...	Cent...	Stk...	Cent...		2195		30 1/2	47	52 1/2	0	Waukesha	JL	
Car...	15.37		Car...			3.25x2.75	3	3.75x3.25	3.75x4.25	abce...	Gear...	Pump...	Cent...	Stk...	Cent...		2220		30 1/2	47	52 1/2	0	Waukesha	JK	
Car...	18.00		Car...	None...	No...	3.25x2.75	5	3.75x3.75	3.75x5.50	abce...	Gear...	Pump...	Cent...	Stk...	Cent...		2700		34	51 1/2	59 1/2	0.00	Waukesha	WL	
Car...	18.00		Car...	None...	No...	3.25x2.75	5	3.75x3.75	3.75x5.50	abce...	Gear...	Pump...	Cent...	Stk...	Cent...		2750		34	51 1/2	59 1/2	0.00	Waukesha	WK	
Car...	8.75		Car...	None...	No...	2.25x1.50	4	2.62x1.56	2.62x2.25	abde...	Gear...	Pump...	Cent...	Opt...	Cent...		775	Yes...	25 1/2	36 1/2	41	4	Waukesha	C-90	
Car...	8.75		Car...			2.25x1.50	7	2.62x1.62	2.62x2.75	abce...	Gear...	Pump...	Cent...	Opt...	Cent...		860		20 1/2	31	43 1/2	3.2	Waukesha	GMS	
Car...	8.75		Car...			2.25x1.50	7	2.62x1.62	2.62x2.75	abce...	Gear...	Pump...	Cent...	Opt...	Cent...		875		20 1/2	31	43 1/2	3.2	Waukesha	GML	
Car...	8.75		Car...	None...	No...	2.25x1.50	7	2.87x1.62	2.87x2.75	abde...	Gear...	Pump...	Cent...	Opt...	Cent...		1125	Yes...	26	38 1/2	50 1/2	3.0	Waukesha	G-110	
Car...	8.75		Car...			2.25x1.50	7	2.62x1.62	2.62x2.75	abce...	Gear...	Pump...	Cent...	Opt...	Cent...		890		20 1/2	31	43 1/2	3.2	Waukesha	GME	
Car...	10.25		Car...			2.75x1.75	7	3.00x1.81	3.00x3.00	abce...	Gear...	Pump...	Cent...	Opt...	Cent...		1150		26	34 1/2	46 1/2	3.0	Waukesha	GSRL	
Car...	10.25		Car...			2.75x1.75	7	3.00x1.81	3.00x3.00	abde...	Gear...	Pump...	Cent...	Opt...	Cent...			No...	26	34 1/2	46 1/2	3.0	Waukesha	GSRL	
Car...	10.25		Car...	None...	No...	2.75x1.75	7	3.00x1.81	3.00x3.00	abde...	Gear...	Pump...	Cent...	Opt...	Cent...		1425	Yes...	27	42 1/2	61 1/2	3.0	Waukesha	G-125	
Car...	12.25		ChN...	None...	No...	2.75x2.50	4	3.50x2.50	3.50x3.37	abce...	Gear...	Pump...	Cent...	Opt...	Cent...		1130	No...	26	35 1/2	46 1/2	3.2	Waukesha	GSRL	
Car...	12.25		ChN...	None...	No...	2.75x2.50	4	3.50x2.50	3.50x3.37	abce...	Gear...	Pump...	Cent...	Opt...	Cent...		1250		26	41 1/2	54 1/2	3.0	Waukesha	GHB	
Car...	13.25		ChN...	None...	No...	2.75x2.50	4	3.50x2.50	3.50x3.37	abce...	Gear...	Pump...	Cent...	Opt...	Cent...	1600	750	1300	No...	26	41 1/2	54 1/2	3.0	Waukesha	GAB
Car...	13.25		ChN...	None...	No...	2.75x2.50	4	3.50x2.50	3.50x3.37	abce...	Gear...	Pump...	Cent...	Opt...	Cent...		1250		26	41 1/2	54 1/2	3.0	Waukesha	GRB	
Car...	18.38		Car...			4.00x3.75	7	4.50x5.00	4.25x5.50	abce...	Gear...	Pump...	Cent...	Stk...	Cent...		7300	Yes...	42	60	95 1/2	0.0	Waukesha	GLS	
Car...	18.38		Car...			4.00x3.75	7	4.25x5.00	4.25x5.50	abce...	Gear...	Pump...	Cent...	Stk...	Cent...		7335	Yes...	42	60	95 1/2	0.0	Waukesha	GLK	
Car...	10.50	66.0	Car...	None...	No...	2.00x2.00	3	1.94x2.50	2.06x3.00	abce...	Gear...	Pump...	Cent...	Opt...	Opt...		1000	615	No...	26	34	35 1/2	3.0	Wisconsin	SU
Car...	10.50	133.0	Car...	None...	No...	2.37x2.00	3	2.37x2.50	2.37x3.00	abce...	Gear...	Pump...	Cent...	Opt...	Opt...		950	640	No...	26	34	35 1/2	3.0	Wisconsin	W
Car...	10.5	59.0	Car...	None...	No...	2.75x2.50	3	2.75x3.00	2.75x3.00	abce...	Gear...	Pump...	Cent...	Opt...	Opt...		1000	850	No...	26	36	46	3.0	Wisconsin	X
Car...	9.0	59.0	Car...	Yes...	Yes...	2.50x1.75	4	2.25x2.50	2.25x3.00	abce...	Gear...	Pump...	Cent...	Opt...	Opt...		700	820	No...	26	30	45 1/2	3.0	Wisconsin	N
Car...	10.5	68.0	Car...	Yes...	Yes...	2.50x1.75	4	2.50x2.50	2.50x3.00	abce...	Gear...	Pump...	Cent...	Opt...	Cent...		650	965	Opt...	25 1/2	34	47 1/2	3.0	Wisconsin	GA-1
Car...	10.5	68.0	Car...	None...	Yes...	2.50x1.75	4	2.50x2.50	2.50x3.00	abce...	Gear...	Pump...	Cent...	Opt...	Cent...		700	975	Opt...	25 1/2	34	48	3.0	Wisconsin	GA-2
Car...	10.5	72.0	Car...	None...	Yes...	2.62x1.75	4	2.75x2.25	2.75x2.75	abcef...	Gear...	Pump...	Cent...	Opt...	Cent...		700	1075	Opt...	25 1/2	35 1/2	47 1/2	3.0	Wisconsin	L-2
Car...	10.5	72.0	Car...	None...	Yes...	2.62x1.75	4	2.75x2.25	2.75x2.75	abcef...	Gear...	Pump...	Cent...	Opt...	Cent...		700	1095	Opt...	25 1/2	35 1/2	47 1/2	3.0	Wisconsin	L-3
Car...	10.5	133.0	Car...	None...	Yes...	2.75x2.50	4	2.75x3.00	2.75x3.00	abce...	Gear...	Pump...	Cent...	Opt...	Opt...		800	1160	Opt...	26	34 1/2	52 1/2	3.0	Wisconsin	ZA-1
Car...	10.5	133.0	Car...	None...	Yes...	2.75x2.50	4	2.75x3.00	2.75x3.00	abce...	Gear...	Pump...	Cent...	Opt...	Opt...		700	1160	Opt...	26	34 1/2	52 1/2	3.0	Wisconsin	ZA-2
Car...	14.0	241.0	Car...	None...	Yes...	3.25x3.00	4	3.75x4.00	3.75x4.00	abdef...	Gear...	Pump...	Cent...	Opt...	Cent...		600	3550	Opt...	28 1/2	51 1/2	73	0.0	Wisconsin	E

Int—Integral.
L—Valves at side. ("L" head).
Mag—Magnesium.
Mar—Marine.
Nich—Nichrome.
Nick—Nickel Iron.
NiSt—Nickel Steel.
NP—No provision.

Opt—Optional.
PS—Pressed Steel.
Pist—Piston.
R—Rail Cars.
Sep—Separate.
Sil—Silichrome Steel.
Sl—Sleeve.
Spec—Special.

SpB—Spiral Bevel.
SpP—Splash with pressure.
SS—Semi Steel.
Stk—Standard Equipment.
Suct—Suction.
T—Trucks.
ThS—Thermo-siphon.
Tr—Tractors.

Tun—Tungsten.
Van Blh—Van Blerek.
Var—Various.
*—Optional.
o—Others also.
†—Inlet valve only.
—Red Wing Motor Co.

TAXICABS

TRANSMISSION														RUNNING GEAR										MAKE AND MODEL
Clutch		Gearset		Universal Joints		Rear Axle						Brakes		Shackles Type	Front Axle Make	Steering Gear		Chassis Lubrication	Length of Rear Spring (Ins.)	Wheels, Type	Frame Make			
Make	Type	Make	Location	No. of Forward Speeds	Number and Make	Type	Make	Type	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	Type and Location											
													Foot			Hand								
Long	SP	Spicer	Eng.	3	2-Spicer	m.	Col.	3/4 F.	Hyp.	4.91	Sp.	Sp.	Int-Fw.	Ext-Ds.	F.	Col.	Ross	PG	56 1/2	D.	Truscon	Checker		
Long	MDD	B-L	Eng.	3	2-Spicer	m.	Tim.	3/2 F.	SB.	4.56	Sp.	Sp.	Int-Fw.	Ext-Ds.	R.	Eaton	Sag.	PG	57 1/2	D.	Mid.	Gen. Mat.		
Fuller	MDD	Fuller	Eng.	3	2-Spicer	m.	Col.	FF	SB.	5.10	Sp.	Sp.	Int-Fw.	Ext-Ds.	R.	Col.	Ross	PG	59	D.	Truscon	Paramount		

f—(Oiling System)—Rocker Arm
3/4F—3/4 Floating
1/2F—1/2 Floating
FF—Full Floating

Heli—Helical Gear
Hyp—Hypoid
I—In Head
Int-Fw—Internal Four Wheels

HIGH SPEED DIESEL AND HEAVY OIL ENGINES

February 25, 1933

Automotive Industries

ENGINE MAKE AND MODEL	Designed for	Number of Cylinders (Ins.)	Piston Displacement (Cu. Ins.)	H.P. at Specified R.P.M.	Compression Ratio	Maximum Pressure (Lbs. per Sq. In.)	B.M.E.P. (Lbs. per Sq. In.)	Weight per Brake (Lbs.)	R.P.M. at Specified Lbs. Ft.	Engine Weight Complete (Lbs.)	Arrangement	VALVES (4 Cycle)				PISTON			CONNECTING RODS		INJECTION VALVE			STARTING EQ. IPMENT						
												Inlet Port Diameter (Ins.)	Exhaust Port Diameter (Ins.)	Valve Lift (Ins.)	Inlet Seat Angle (Deg.)	Exhaust Seat Angle (Deg.)	Material	Number of Rings per Piston	Length	Weight of Assembly Complete (Lbs.)	Material (S.A.E. No.)	Center to Center Length (Ins.)	Weight with Cap and Bushing (Lbs.)		No. Used per Cylinder	Type (Open or Closed)	Orifices (single or multiple)	Injection Pressure (Lbs. per Sq. In.)	Fuel Consumption (Lbs. per B.H.P. Hr.)	Make
AMERICAN																														
Buda	LDM-415	6-4x5 1/2	415.0	1565 HL	14.0	400	550	75.0	2.75	1565 HL	HL	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	LD-415	6-4x5 1/2	415.0	1195 VI	14.0	400	550	75.0	2.75	1195 VI	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	6140	6140	6140	11.4	14.75	1	CI	1	1500	43	Both.	Both.
Buda	DM-415	6-4x5 1/2	415.0	104-1200	14.0	400	550	75.0	2.75	104-1200	VI	1.89	1.61	.47	30	30	BN	6	61											

AMERICAN STOCK

MAKE AND MODEL		Designed for	Maximum Load on Spring Pads (Lbs.)	Maximum Drive Shaft Torque (Lb. Ft.)	Type	Final Drive	GEAR MATERIALS (S.A.E. Nos.)				GEAR RATIO				NOMINAL PITCH OF GEARS		FACE OF GEARS		AXLE SHAFT		RANGE OF SPRING CENTERS		Propulsion Taken by	Torque Taken by	Provision for Radius Rods?	
							First Red- uction		Final Red- uction		First Red- uction		Final Red- uction		First Reduction	Final Reduction	First Reduction	Final Reduction	Diameter at Dif- ferential End (In.)	Diameter at Wheel End (In.)	Material S.A.E. No.	Maximum				Minimum
							Pinion	Gear	Pinion	Gear	Standard	Optional	Optional	Standard													Optional
Clark	B-364	Trucks			FF	S.B.	2315	2315		5.66	5.10	6.37			4.25	1.31	1.63	1.97	4130	40	38 1/2	Sp.				
Clark	B-373	Trucks			FF	S.B.		4615		6.37	5.66	5.10			4.25	1.44	1.62		3140	43 3/8	39 1/2	Sp.		No.		
Clark	B-374	Trucks			FF	S.B.		4615		6.37	5.66				4.25	1.44	1.62		3140	41	39	Sp.		No.		
Clark	B-611	Trucks			FF	S.B.	2512	2315		6.37	5.66				3.80	1.69	1.75	1.75	3140	41	38	Sp.		No.		
Clark	B-305	Trucks			FF	S.B.	2512	2315		6.43	7.17				2.80	2.12	2.12	1.94	3140	41	37 1/2	Sp.		No.		
Clark	B-412	Trucks			FF	S.B.	2512	2315		6.37	5.66				3.80	1.69	1.62		3140	43 3/8	39 1/2	Sp.		No.		
Clark	B-613	Trucks			FF	S.B.	2512	2315		6.37	5.66				3.80	1.69	1.75	1.75	3140	41	38	Sp.		No.		
Clark	B-642	Trucks			FF	S.B.	2512	2315		6.43	7.17				2.80	2.12	1.95	1.94	3140	41	37 1/2	Sp.		No.		
Clark	B-900	Trucks			FF	S.B.	2512	2315		8.57	7.71				3.00	2.75	2.37	2.12	3240	41	39	Sp.		No.		
Columbia	17000A	Cars			FF	S.B.	2320	2320		4.9	4.5				5.3	1.2	1.24	1.37	4.40			Sp.		No.		
Columbia	36000	Trucks			FF	S.B.	2320	2320		5.2						1.37	1.42	1.75	4.40			Sp.		No.		
Columbia	38000A	Cars			FF	S.B.	2315	2315		5.09	5.6	4.7			1.37	1.37	1.43	1.5	4140	46	36	Sp.		No.		
Eaton	966	Trucks			FF	S.B.	2512	2315		6.16	5.28	4.62			3.25	1.5	1.62		Mol	38 1/2		Sp.		No.		
Eaton	967	Trucks			FF	S.B.	2512	2315		6.16	5.28	4.62			3.18	1.62	1.62		Mol	38 1/2		Sp.		No.		
Eaton	970	Trucks			FF	S.B.	2512	2315		6.16	6.60	5.28			3.18	1.63	1.62		Mol	38 1/2		Sp.		No.		
Eaton	972	Trucks			FF	S.B.	2512	2315		6.16	5.28	4.62			3.18	1.62	1.62		Mol	38 1/2		Sp.		No.		
Eaton	1618	Trucks			FF	S.B.	2512	2315		5.62	6.42	5.11			3.4	1.50	1.75		Mol	42	38	Sp.		No.		
Eaton	1620	Trucks			FF	S.B.	2512	2315		6.50	5.63	7.40			2.94	1.75	1.81		Mol	42	Var.	Sp.		No.		
Eaton	1718	Trucks			FF	S.B.	2512	2315		6.57	7.14	6.14			3.29	1.75	1.97		Mol	42	Var.	Sp.		No.		
Eaton	1720	Trucks			FF	S.B.	2512	2315		6.14	5.63	6.50			3.07	1.75	1.97		Mol	42	Var.	Sp.		No.		
Eaton	T-45	Trucks			FF	DR	2512	2315	2512	2315	2.18	2.56		8.05	9.43	3.00	4.00	1.56	3.25	1.97	1.97	Mol	40	Var.	Sp.	No.
Eaton	2512	Trucks			FF	S.B.	2512	2315		6.43	7.16	5.62			3.00	1.87	1.97		Mol	40	Var.	Sp.		No.		
Eaton	2412	Trucks			FF	DR	2512	2315	2512	2315	2.18	1.92		8.05	7.10	3.00	4.00	1.56	3.25	1.97	1.97	Mol	40	Var.	Sp.	No.
Eaton	2612	Trucks			FF	DR	2512	2315	2512	2315	2.18	2.56		8.05	9.43	2.88	4	1.75	3.31	2.12	2.12	Mol	40	Var.	Sp.	No.
Eaton Harv.	78	Trucks			FF	DR	2512	2512	2512	2315	2.23	2.64		8.4	9.94	3.13	4-5	1.75	3.25	2.12	2.12	Mol	41 1/2	Var.	Sp.	No.
Eaton	80	Trucks			FF	DR	2512	2512	2512	2315	2.75	2.06		10.45	7.85	3.00	4-5	1.87	4.00	2.50	2.50	Mol	44 1/2	Var.	Sp.	No.
Eaton	80	Trucks			FF	DR	2512	2512	2512	2315	2.33	2.08		6.37	7.99	1.87	3.11	2.0	4.00	2.62	2.62	Mol	40	Var.	Sp.	No.
Eaton	1167	Trucks			FF	S.B.	2512	2512	2512	2315	1.62			12.13		6.80	3.25	87	1.50	1.62		Mol	38 1/2	Sp.	No.	
Salisbury	S	Cars	11000	\$425	FF	S.B.	2315	2315		5.25	Var.	Var.			6.46		1.06		979	1.00	4140	Var.	Var.	T.T.	T.T.	Yes.
Salisbury	30	Cars	1800	\$825	FF	S.B.	4620	4620		Var.	Var.	Var.			Var.		1.25		1.18	1.31	4140	Var.	Var.	Sp.	No.	
Salisbury	40	Cars	2200	\$950	FF	S.B.	4620	4620		Var.	Var.	Var.			Var.		1.28		1.22	1.50	4140	Var.	Var.	Sp.	No.	
Salisbury	T	Cars	2400	\$1050	FF	S.B.	2315	2315		Var.	Var.	Var.			Var.		1.31		1.31	1.56	4140	Var.	Var.	Sp.	No.	
Salisbury	M	Cars	2400	\$1050	FF	Hyp	4620	4620		Var.	Var.	Var.			Var.		1.44		1.31	1.56	4140	Var.	Var.	Sp.	No.	
Salisbury	P	Cars	2600	\$1175	FF	S.B.	2315	2315		Var.	Var.	Var.			Var.		1.37		1.31	1.56	4140	Var.	Var.	Sp.	No.	
Salisbury	F cars	Cars	3400	\$1425	FF	S.B.	2315	2315		4.50	4.75	5.00			Var.		1.50		1.37	1.57	4140	41	41	Sp.	No.	
Salisbury	FH	Cars	3600	\$1500	FF	Hyp	2315	2315		3.78	Var.	Var.			Var.		1.50		1.47	1.75	4140	Var.	Var.	T.A.	Sp.	No.
Salisbury	F trucks	Trucks	4500	\$2000	FF	S.B.	2512	2315		Var.	Var.	Var.			Var.		1.50		1.46	2.00	4140	Var.	Var.	Sp.	No.	
Timken	52200	Trucks			FF	S.B.	4615	4615		5.83	4.86	5.17			11.5	1.37	1.62	1.50	3240	41	38	Sp.	No.			
Timken	53200	Trucks			FF	S.B.	4615	4615							12.25	1.50	1.62	1.50	3240	41	39	Sp.	No.			
Timken	54200	Trucks			FF	S.B.	4615	4615		5.83	4.86	6.80			12.62	1.69	1.75	1.62	3240	41	39	Sp.	No.			
Timken	56200	Trucks			FF	S.B.	4615	4615		6.17	5.29	5.71			14	2.13	1.87	1.75	3240	41	39	Sp.	No.			
Timken	58200	Trucks			FF	S.B.	4615	4615		6.83	5.57	6.14			16	2.6	2.00	1.81	3240	41	39	Sp.	No.			
Timken	64800	Trucks			FF	Wo	3115			6.00	6.40	7.40					1.87	1.75	3240	41	39	Sp.	No.			
Timken	65200	Trucks			FF	Wo	3115			7.50	6.75	8.75					2.00	1.81	3240	41	39	Sp.	No.			
Timken	65720	Trucks			FF	Wo	3115			8.50	6.80	7.75					2.25	2.00	3240	41	39	Sp.	No.			
Timken	66720	Trucks			FF	Wo	3115			8.20	6.80	10.25					2.37	2.12	3240	41	39 1/2	Sp.	No.			
Timken	68720	Trucks			FF	Wo	3115			10.0	11.7	8.67					2.69	2.31	3240	41 1/2	41 1/2	Sp.	No.			
Timken	75200	Cars			FF	DR	2512	2512	4615	4615				7.83		7.50		2.00	1.81	3240	41	39	Sp.	No.		
Timken	75720	Trucks			FF	DR	2512	2512	4615	4615				8.15		8.75	13.50	1.75	2.50	2.25	2.00	3240	41	39	Sp.	No.
Timken	76725	Trucks			FF	DR	2512	2512	4615	4615				8.15		8.25	13.25	1.37	3.00	2.37	2.12	3240	41	39 1/2	Sp.	No.
Timken	78720	Trucks			FF	DR	2512	2512	4615	4615				9.92		10.0	16.50	2.25	3.00	2.69	2.31	3240	41 1/2	41 1/2	Sp.	No.
Wisconsin	4316-L	T & Bu.	Var.	Var.	FF	DR	4615	4615	4615	4615	2.2			7.77	6.35	2.7	4-5	1.7	1.75	1.62		3240	39 1/2	37	Sp.	No.
Wisconsin	4516-L	T & Bu.	Var.	Var.	FF	DR	2512	2512	4615	4615	2.3			6.66	7.36	2.7	4-5	1.6	1.87	1.75		40	36	Sp.	No.	
Wisconsin	4625-L	T & Bu.	Var.	Var.	FF	DR	2512	2512	4615	4615	2.3			5.9	7.2	3.00	4-5	1.6	2.00	1.87	2.00	3240	40	36	Sp.	No.
Wisconsin	4916-L	T & Bu.	Var.	Var.	FF	DR	2512	2512	4615	4615	2.3			6.66		2.7	4-5	1.6	2.00	1.87		3240	41	36	Sp.	No.
Wisconsin	6617-L	Trucks			FF	DR	2512	2512	4615	4615	2.3			7.8	5.9	2.7	4-5	1.6	2.25	2.00	2.00	3240	40	38	Sp.	No.
Wisconsin	8787-L	Trucks			FF	DR	2512	2512	4615	4615	2.4			8.40	6.60	3-4	2.2	2.2	2.00			3240	41	38	Sp.	No.
Wisconsin	69317-BL	T & Bu.	Var.	Var.	FF	DR																				

REAR AXLES

Designed for Hitches Drive?	Location of Spring Pads	DIFFERENTIAL			SERVICE BRAKE			EMERGENCY BRAKE			Location of Brake Shaft Arms	BEARINGS					Axle Housing Material (S.A.E. No.)	Minimum Road Clearance With Regular Tire Size (In.)	Tread (In.)	Weight (Lbs.)	Recommended Lubricant	MAKE AND MODEL			
		Make	Type	Number of Pinions	Type and Location	Diameter of Drum (In.)	Lining		Type and Location	Diameter of Drum (In.)		Lining		First Reduction Pinion	Final Reduction Pinion	At Differential							At Wheels	On Pinion Shaft	
							Width (In.)	Thickness (In.)				Width (In.)	Thickness (In.)												Width (In.)
Yes	Opt.	Frost	B.	4	Int-Rw.	15	1 3/4	3/4	Int-Rw.					Ball.		Roller	Roller	Ball.	Steel	8 1/2-30	57	250 Oil.	Clark	B-364	
Yes	Opt.	Frost	B.	2	Int-Rw.	15	2	3/4						Opt.		Roller	Roller	Opt.		8 1/2-30	63 1/2	300 Oil.	Clark	B-373	
Yes	Opt.	Frost	B.	2	Int-Rw.	15	2	3/4						Opt.		Roller	Roller	Opt.		8 1/2-30	61 1/2	292 Oil.	Clark	B-374	
Yes	Opt.	Frost	B.	4	Int-Rw.	16	3	3/4						Opt.		Roller	Roller	Opt.	Steel	8 1/2-32	63 1/2	412 Oil.	Clark	B-411	
Yes	Opt.	Fair	B.	4	Int-Rw.	17 1/4	4	4						Roller		Roller	Roller	Opt.	Steel	7 1/2-32	69 1/2	627 Oil.	Clark	B-405	
Yes	Opt.	Frost	B.	4	Int-Rw.	16	2 1/4	3 1/2						Opt.		Roller	Roller	Opt.		8 1/2-32	63 1/2	340 Oil.	Clark	B-412	
Yes	Opt.	Frost	B.	4	Int-Rw.	16	3 1/2	3 1/4						Opt.		Roller	Roller	Opt.	Steel	8 1/2-32	63 1/2	420 Oil.	Clark	B-413	
Yes	Opt.	Fair	B.	4	Int-Rw.	16	3 1/2	3 1/4						Roller		Roller	Roller	Opt.	Steel	7 1/2-32	69 1/2	630 Oil.	Clark	B-442	
Yes	Opt.	Fair	B.	4	Int-Rw.	17 1/4	4	4						Roller		Roller	Roller	Opt.	Steel	8-36	71 1/2	675 Oil.	Clark	B-900	
Yes	Opt.	New P	B.	2	Int-Rw.	12	1 1/4	1 1/4	None	No.	No.	No.		Roller		Roller	Roller	Roller	1010		61	169 Oil.	Columbia	17000A	
Yes	Opt.	New P	B.	2	Int-Rw.	16	2 1/4	2 1/4	None	No.	No.	No.		Roller		Roller	Roller	Roller	Ma L.		58	372 Oil.	Columbia	36000A	
Yes	Opt.	New P	B.	2	Int-Rw.	15	2 1/4	2 1/4	None	No.	No.	No.		Roller		Roller	Roller	Roller		9 1/2-31	61	240 Oil.	Columbia	36000A	
Yes	AA	Own	B.	2	Int-Rw.	14	2	2 1/4	None	No.	No.	No.		Roller	None	Roller	Roller	Roller	Ma L.	9 1/2-34	60 1/2	406 Oil.	Eaton	966	
Yes	AA	Own	B.	2	Int-Rw.	16	2 1/4	2 1/4	None	No.	No.	No.		Roller	None	Roller	Roller	Roller	Ma L.	9 1/2-34	60 1/2	406 Oil.	Eaton	967	
Yes	AA	Own	B.	2	Int-Rw.	14	2	2 1/4	None	No.	No.	No.		Roller	None	Roller	Roller	Roller	Ma L.	9 1/2-34	60 1/2	406 Oil.	Eaton	970	
Yes	AA	Own	B.	2	Int-Rw.	15	2 1/4	2 1/4	None	No.	No.	No.		Roller	None	Roller	Roller	Roller	Ma L.	9 1/2-34	60 1/2	406 Oil.	Eaton	972	
Yes	AA	B-L	B.	4	Int-Rw.	17 1/4	3	3 1/4	None	No.	No.	No.	I F	Ball.		Roller	Roller	Ball.	Ma L.	9-20	66	Oil.	Eaton	1618	
Yes	AA	Own	B.	4	Int-Rw.	16	2 1/4	2 1/4	None	No.	No.	No.		Ball.		Roller	Roller	Ball.	Ma L.	8-34	65	Oil.	Eaton	1620	
Yes	AA	Own	B.	4	Int-Rw.	17 1/4	3	3 1/4	None	No.	No.	No.		Ball.		Roller	Roller	Ball.	Ma L.	9 1/2-20	69	Oil.	Eaton	1718	
Yes	AA	Own	B.	4	Int-Rw.	17	3	3 1/4	None	No.	No.	No.	I F	Ball.		Roller	Roller	Ball.	Ma L.	9-36	66 1/2	Oil.	Eaton	1720	
Yes	AA	Own	B.	4	Int-Rw.	17 1/4	3	3 1/4	None	No.	No.	No.	I F	Roller	Roller	Roller	Roller	Roller	Ma L.	9 1/2-34	69	760 Oil.	Eaton	T-45	
Yes	AA	Own	B.	4	Int-Rw.	17	4	3 1/4	None	No.	No.	No.	I F	Roller	Roller	Roller	Roller	Roller	Ma L.	10-36	67 1/2	819 Oil.	Eaton	2512	
Yes	AA	Own	B.	4	Int-Rw.	17	4	3 1/4	None	No.	No.	No.	I F	Roller	Roller	Roller	Roller	Roller	Ma L.	10-36	67 1/2	819 Oil.	Eaton	2412	
Yes	AA	Own	B.	4	Int-Rw.	17	4	3 1/4	None	No.	No.	No.	I F	Roller	Roller	Roller	Roller	Roller	Ma L.	10-38	68 1/2	Oil.	Eaton	2612	
Yes	Opt.	Frost	B.	4	Int-Rw.	17	5	3 1/4	None	No.	No.	No.	I F	Ball.	Ball.	Roller	Roller	Roller	C 8	9 1/2-36	73 1/2	971 Oil.	Eaton Harv	5	
Yes	Opt.	Frost	B.	4	Int-Rw.	17	6	3 1/4	None	No.	No.	No.	I F	Ball.	Ball.	Roller	Roller	Roller	C 8	8 1/2-38	77	1359 Oil.	Eaton	78	
Yes	Opt.	Frost	B.	4	Int-Rw.	17	6	3 1/4	None	No.	No.	No.	I F	Ball.	Ball.	Roller	Roller	Roller	C 8	10 1/2-40	71 1/2	Oil.	Eaton	80	
Yes	AA	Own	B.	2	Int-Rw.	14	2	2 1/4	None	No.	No.	No.		Roller	Roller	Roller	Roller	Roller	Ma L.	9 1/2-34	60 1/2	Oil.	Eaton	1167	
No	BA	Spicer	B.	2	Int-Rw.	8	1 1/4	1 1/4	None	No.	No.	No.		Ball.		Roller	Roller	Roller	B-R	1030	Var.	1 60	Oil.	Salisbury	5
Yes	BA	Spicer	B.	2	Int-Rw.	Var.	Var.	Var.	None	No.	No.	No.	None	Roller		Roller	Roller	Roller	1030	Var.	Var.	1105 Oil.	Salisbury	30	
Yes	BA	Spicer	B.	2	Int-Rw.	Var.	Var.	Var.	None	No.	No.	No.	None	Roller		Roller	Roller	Roller	1030	Var.	Var.	120 Oil.	Salisbury	40	
Yes	BA	Spicer	B.	2	Int-Rw.	Var.	Var.	Var.	None	No.	No.	No.	None	Roller		Roller	Roller	Roller	1015	Var.	Var.	1140 Oil.	Salisbury	T	
Yes	BA	Spicer	B.	2	Int-Rw.	Var.	Var.	Var.	None	No.	No.	No.	None	Roller		Roller	Roller	Roller	1030	Var.	Var.	140 Oil.	Salisbury	50	
Yes	BA	Spicer	B.	2	Int-Rw.	Var.	Var.	Var.	None	No.	No.	No.	None	Ball.		Roller	Roller	Ball.	1015	Var.	Var.	1145 Oil.	Salisbury	M	
Yes	BA	Timken	B.	2	Int-Rw.	14	1 1/4	1 1/4	None	No.	No.	No.		Roller		Roller	Roller	Roller	Ma L.	Var.	58 1/2	1150 Oil.	Salisbury	P	
Yes	BA	Spicer	B.	2-4	Int-Rw.	Var.	Var.	Var.	None	No.	No.	No.	None	Roller		Roller	Roller	Ball.	1015	Var.	Var.	1200 Oil.	Salisbury	F cars	
Yes	BA	Spicer	B.	2-4	Int-Rw.	Var.	Var.	Var.	None	No.	No.	No.	None	Roller		Roller	Roller	Roller	1015	Var.	Var.	1240 Oil.	Salisbury	FH	
Yes	AA	Timken	B.	4	Int-Rw.	16	Opt.	Opt.	None	No.	No.	No.	Opt.	Roller		Roller	Roller	Roller	Ma L.	Var.	Var.	1230 Oil.	Salisbury	F trucks	
Yes	AA	Timken	B.	4	Int-Rw.	16	Opt.	Opt.	None	No.	No.	No.	Opt.	Roller		Roller	Roller	Roller	1010		63		Timken	52200	
Yes	AA	Timken	B.	4	Int-Rw.	16	Opt.	Opt.	None	No.	No.	No.	Opt.	Roller		Roller	Roller	Roller	Ma L.		64		Timken	53200	
Yes	AA	Timken	B.	4	Int-Rw.	16	Opt.	Opt.	None	No.	No.	No.	Opt.	Roller		Roller	Roller	Roller	Ma L.		64 1/2		Timken	54200	
Yes	AA	Timken	B.	4	Int-Rw.	16	Opt.	Opt.	None	No.	No.	No.	Opt.	Roller		Roller	Roller	Roller	Ma L.		67 1/2		Timken	56200	
Yes	AA	Timken	B.	4	Int-Rw.	17 1/4	4	4	None	No.	No.	No.	Opt.	Roller		Roller	Roller	Roller	Ma L.		69 1/2		Timken	58200	
Yes	AA	Timken	B.	4	Int-Rw.	Opt.	Opt.	Opt.	None	No.	No.	No.	I F	Roller		Roller	Roller	Roller	Ma L.		67 1/2		Timken	64800	
Yes	AA	Timken	B.	4	Int-Rw.	17 1/4	4	4	Int-Ps.				I F	Roller		Roller	Roller	Roller	Ma L.		69 1/2		Timken	65200	
Yes	AA	Timken	B.	4	Int-Rw.	17 1/4	4	4	Int-Ps.				I F	Roller		Roller	Roller	Roller	1010		69 1/2		Timken	65720	
Yes	AA	Timken	B.	4	Int-Rw.	17 1/4	4	4	Int-Ps.				I F	Roller		Roller	Roller	Roller	1010		70		Timken	66720	
Yes	AA	Timken	B.	4	Int-Rw.	21	Opt.	Opt.	Int-Ps.				I F	Roller		Roller	Roller	Roller	1010		72 1/2		Timken	68720	
Yes	AA	Timken	B.	4	Int-Rw.	17 1/4	4	4	Int-Ps.				Opt.	Roller	Roller	Roller	Roller	Roller	Ma L.		69 1/2		Timken	75200	
Yes	AA	Timken	B.	4	Int-Rw.	17 1/4	4	4	Int-Ps.				I F	Roller	Roller	Roller	Roller	Roller	1010		70		Timken	75720	
Yes	AA	Timken	B.	4	Int-Rw.	17 1/4	4	4	Int-Ps.				I F	Roller	Roller	Roller	Roller	Roller	1010		72 1/2		Timken	76725	
Yes	AA	Timken	B.	4	Int-Rw.	21	Opt.	Opt.	Int-Ps.				I F	Roller	Roller	Roller	Roller	Roller	1010		72 1/2		Timken	76720	
Yes	AA	Own	B.	4	Int-Rw.	16	2 1/4	2 1/4	None	No.	No.	No.		None		Roller	Roller	Roller	P 8	8 1/2-32	64	500 Oil.	Wisconsin	4316-L	
Yes	AA	Own	B.	4	Int-Rw.	16	3 1/2	3 1/2	None	No.	No.	No.		Ball.		Roller	Roller	Ball.	Ma L.	10 1/2-34	64 1/2	665 Oil.	Wisconsin	4516-L	
Yes	Opt.	Own	B.	4	Int-Rw.	16	3 1/2	3 1/2	None	No.	No.	No.		Ball.		Roller	Roller	Ball.	Ma L.	11-36	61	600 Oil.	Wisconsin	4626-L	
Yes	Opt.	Own	B.	4	Int-Rw.	16	3 1/2	3 1/2	None	No.	No.	No.		Ball.		Roller	Roller	Ball.	Ma L.	11-36	66	700 Oil.	Wisconsin	4916-L	
Yes	AA	Own	B.	4	Int-Rw.	17 1/4	4	4	None	No.	No.	No.		Ball.		Roller	Roller	Ball.	Ma L.	11-36	60	800 Oil.	Wisconsin	6617-L	
Yes	AA	Own	B.	4	Int-Rw.	17 1/4	4	4	None	No.	No.	No.		Ball.		Roller	Roller	Ball.	Ma L.	11-36	60 1/2	1000 Oil.	Wisconsin	787-L	
Yes	Opt.	Own	B.	4	Int-Rw.	17 1/4	4	4	None	No.	No.	No.		Ball.		Roller	Roller	Ball.	Ma L.	11-36	65	850 Oil.	Wisconsin	69317-BL	
Yes	AA	Own	B.	4	Int-Rw.	17 1/4	4	4	None	No.	No.	No.		Roller	Roller	Roller	Roller	Roller	Ma L.	12-38	69 1/2	935 Oil.	Wisconsin	70000-L	
Yes	Opt.	Own	B.	4	Int-Rw.	17 1/4	5	5	None	No.	No.	No.		Ball.	Ball.	Roller	Roller	Ball.	Ma L.	10-36	67 1/2	1100 Oil.	Wisconsin	1237H	
Yes	AA	Own	B.	4	Int-Rw.	17 1/4	5	5	None	No.	No.	No.	I F	Ball.	Roller	Roller	Roller	Ball.	Ma L.	12-4					

IF—Inside of Frame
IG—Internal Gear
Int Rw—Internal Rear Wheels
Int Ds—Internal Driveshaft

Ma I—Malleable Iron
Ma—Molybdenum
Ni

AMERICAN STOCK GEARSETS

MAKE AND MODEL	Designed for	Maximum Engine Torque (Lbs. Ft.)	BEARINGS			WIDTH OF GEAR FACES (In.)				Housing Material	Shaft Material (S.A.E. Number)	Gear Material (S.A.E. Number)	Gear Teeth Pitch	Direct Drive On	GEAR RATIOS				Control Location	Solid With Clutch?	Standard S.A.E. Gearshift	WEIGHT (Lbs.)	
			Main Shaft	Pilot	Secondary Shaft	Type	Constant Mesh	Low	Second						Third	Fourth	Reverse	Cast Iron				Aluminum	
ABBREVIATIONS: A—Auxiliary Trans- mission O—Other also Al—Aluminum Am—Amid- um S—Steel B—Buses R&B—Ball and Roller B&B—Ball Housing C—C- Cast Iron C—C- CI—Cast Iron CI & Al—Cast Iron and Aluminum C—Constant Mesh C—Center or Side C—Constant Mesh C—Synchronizing C—Direct E—Engine or Amid- um Eng—Unit with Engine FW—Free wheeling unit attached to rear of transmission G—Gear Teeth I—C—Individual Ind—C—Individual Clutch N—Not Opt—Optional R—Rear Axle S—Separate Unit S—Side S—Special S—Semi Steel T—Tractors V—Vanes	T Cars, T	Var.	Clash.	Ball.	Plain.	Ball.	Cast I.	2315	2315	2315	6-8	6-8	3.00	1.75	.67	None.	3.9	Eng.	Ce.	No.	Yes.	38	Oil.
	603 Trucks.	Var.	Clash.	Ball.	Roller.	Ball.	Cast I.	2315	2315	2315	6-8	6-8	2.25	1.00	.57	None.	None.	Am.	Ce.	Opt.	Yes.	200	Oil.
	615 Trucks.	Var.	Clash.	Ball.	Roller.	Ball.	Cast I.	2315	2315	2315	6-8	6-8	8.22	5.75	3.78	1.91	10.11	SeU.	Ce.	Opt.	Yes.	402	Oil.
	714 T. B.	Var.	Clash.	Ball.	Roller.	Ball.	Cast I.	2315	2315	2315	6-8	6-8	5.18	2.86	1.70	1.00	6.77	Eng.	Si.	Opt.	Yes.	308	Oil.
	70-ASP Trucks.	Var.	Clash.	Roller.	Roller.	Ball.	Cast I.	2315	2315	2315	6-8	6-8	5.96	3.24	1.96	1.00	7.10	Amid.	Ce.	Opt.	No.	436	Oil.
	70-ASP Trucks.	Var.	Clash.	Roller.	Roller.	Ball.	Cast I.	2315	2315	2315	6-8	6-8	3.24	1.96	1.00	1.00	7.10	Amid.	Ce.	Opt.	Yes.	355	Oil.
	723 Trucks.	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	2.62	1.74	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	355	Oil.
	724 Trucks.	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.19	3.72	1.93	1.00	7.28	Eng.	Ce.	Opt.	Yes.	355	Oil.
	320 T. B.	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	7.95	3.82	1.82	1.00	7.70	Eng.	Ce.	Opt.	Yes.	355	Oil.
	520 T. B.	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	9.58	5.51	1.91	1.00	7.70	Eng.	Ce.	Opt.	Yes.	355	Oil.
	720 T. B.	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	7.05	3.81	1.91	1.00	7.70	Eng.	Ce.	Opt.	Yes.	355	Oil.
	143 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	7.19	3.79	1.74	1.00	7.28	Eng.	Ce.	Opt.	Yes.	154	Oil.
	234 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.
	143 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.
	234 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.
	143 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.
	234 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.
	143 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.
	234 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.
	143 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.
234 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
143 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
234 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
143 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
234 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
143 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
234 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
143 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
234 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
143 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
234 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
143 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
234 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
143 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
234 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
143 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
234 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
143 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
234 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
143 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
234 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
143 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
234 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
143 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
234 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
143 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
234 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
143 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
234 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
143 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
234 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
143 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
234 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
143 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
234 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
143 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
234 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
143 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
234 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
143 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
234 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
143 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
234 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
143 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6-8	6.41	3.66	1.00	1.00	7.28	Eng.	Ce.	Opt.	Yes.	143	Oil.	
234 C. B. Taxi	Var.	Clash.	Ball.	Roller.	Roller.	Cast I.	2315	2315	2315	6-8	6												

ABBREVIATIONS:

AMERICAN STOCK STEERING GEARS

Fuller	MGU T. B.	Var	Clash	Ball	Ball	Roller	7.34	4.50	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1</
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ABBREVIATIONS:

o-Others Also
*Also Flexible Rollers (full length of shaft)

Al-Aluminum
AW-Above Wheel
B-Below Wheel
B&P-Ball and Plain
BW-Below Wheel
C-Carbon Steel
CAN-Carbon Nickel
CI-Cast Iron and Lever
Cl-Malleable
Cl-Malleable
N-D-New Departure
N&L-Nut and Lever
Opt-Optional
RT-Ratchet Levers
RT-Ratchet and Thrust
S&N-Short and Nut
SL-Short Levers
Spec-Special Steel
SS-Semi Steel
t-Tube
T-Trucks
Tim-Timken
Tr-Tractors
Var-Varies
W&D-Worm and Dink
W&R-Worm and Roller
W&S-Worm and Sector
W&W-Worm and Wheel

MAKE AND MODEL	Designed For	CAPACITY		OUTSIDE DIAMETER			STEER- ING ARM		MATERIALS				BEARINGS		CONTROL LEVERS				Weight Complete (Lbs.)									
		For Vehicle Gross Weight (Lbs.)	For Maximum Weight on Front Wheels (Lbs.)	Type	Ratio	Steering Wheel (Ins.)	Wheel Shaft (Ins.)	Column Jacket (Ins.)	Center to Center Length (Ins.)	Maximum Angular Motion (Deg.)	Housing	Reduction Gear	Nut or Cam	Gear Shaft S.A.E. No.	Wheel Spider	Adjustable for Wear?	Thrust			Gear Shift		Location		Type				
																	Type	Number		Make	Diameter (Ins.)	Length (Ins.)	Type		Number	Make	Diameter (Ins.)	Length (Ins.)
Gemmer	120 Cars	Var.	W&S	130	130	1 1/2	1 1/2	1 1/2	Opt.	90	Mal.	1020	Spec	Spec	Yes	Yes	Roller	2	2	Own	2	Plain	1 1/2	AW	SL	Yes	14	
Gemmer	140 Cars	Var.	W&S	150	150	1 1/2	1 1/2	1 1/2	Opt.	90	Mal.	1020	Spec	Spec	Yes	Yes	Roller	2	2	Own	2	Plain	1 1/2	AW	SL	Yes	18	
Gemmer	340 C.T.B. & T	Var.	W&R	170	170	1 1/2	1 1/2	1 1/2	Opt.	90	Mal.	1020	Spec	Spec	Yes	Yes	Roller	2	2	Own	2	Plain	1 1/2	AW	SL	Yes	21	
Gemmer	360 C.T.B. & T	Var.	W&R	170	170	1 1/2	1 1/2	1 1/2	Opt.	90	Mal.	1020	Spec	Spec	Yes	Yes	Roller	2	2	Own	2	Plain	1 1/2	AW	SL	Yes	29	
Hannum	T-1 C.T.T.	3000	1500 C&L	Var.	Var.	1 1/2	1 1/2	1 1/2	Opt.	80	Mal.	1020	X 1340	X 1340	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	Var.	
Hannum	T-2 C.T.T.	5000	2000 C&L	Var.	Var.	1 1/2	1 1/2	1 1/2	Opt.	80	Mal.	1020	X 1340	X 1340	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	Var.	
Hannum	T-3 C.T.B. & T	40000	7000 C&L	Var.	Var.	1 1/2	1 1/2	1 1/2	Opt.	80	Mal.	1020	X 1340	X 1340	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	Var.	
Ross	140 Cars	Var.	C&L	Var.	Var.	1 1/2	1 1/2	1 1/2	Opt.	80	Mal.	1020	X 1340	X 1340	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	Var.	
Ross	180 Cars	Var.	C&L	Var.	Var.	1 1/2	1 1/2	1 1/2	Opt.	80	Mal.	1020	X 1340	X 1340	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	Var.	
Ross	215 Cars	Var.	C&L	Var.	Var.	1 1/2	1 1/2	1 1/2	Opt.	80	Mal.	1020	X 1340	X 1340	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	Var.	
Ross	220 C.T.	Var.	C&L	Var.	Var.	1 1/2	1 1/2	1 1/2	Opt.	80	Mal.	1020	X 1340	X 1340	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	Var.	
Ross	250 C.T.B.	Var.	C&L	Var.	Var.	1 1/2	1 1/2	1 1/2	Opt.	80	Mal.	1020	X 1340	X 1340	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	Var.	
Ross	300 T&B	Var.	C&L	Var.	Var.	1 1/2	1 1/2	1 1/2	Opt.	80	Mal.	1020	X 1340	X 1340	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	Var.	
Ross	320 T&B	Var.	C&L	Var.	Var.	1 1/2	1 1/2	1 1/2	Opt.	80	Mal.	1020	X 1340	X 1340	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	Var.	
Ross	360 T&B	Var.	C&L	Var.	Var.	1 1/2	1 1/2	1 1/2	Opt.	80	Mal.	1020	X 1340	X 1340	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	Var.	
Ross	540 C&T	Var.	Roller	Var.	Var.	1 1/2	1 1/2	1 1/2	Opt.	80	Mal.	1020	X 1340	X 1340	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	Var.	
Ross	580 C&T	Var.	Roller	Var.	Var.	1 1/2	1 1/2	1 1/2	Opt.	80	Mal.	1020	X 1340	X 1340	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	Var.	
Ross	615 C&T	Var.	Roller	Var.	Var.	1 1/2	1 1/2	1 1/2	Opt.	80	Mal.	1020	X 1340	X 1340	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	Var.	
Ross	620 C&T	Var.	Roller	Var.	Var.	1 1/2	1 1/2	1 1/2	Opt.	80	Mal.	1020	X 1340	X 1340	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	Var.	
Ross	660 C.T.B.	Var.	Roller	Var.	Var.	1 1/2	1 1/2	1 1/2	Opt.	80	Mal.	1020	X 1340	X 1340	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	Var.	
Ross	700 T&B	Var.	Roller	Var.	Var.	1 1/2	1 1/2	1 1/2	Opt.	80	Mal.	1020	X 1340	X 1340	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	Var.	
Ross	720 T&B	Var.	Roller	Var.	Var.	1 1/2	1 1/2	1 1/2	Opt.	80	Mal.	1020	X 1340	X 1340	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	Var.	
Ross	760 T&B	Var.	Roller	Var.	Var.	1 1/2	1 1/2	1 1/2	Opt.	80	Mal.	1020	X 1340	X 1340	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	Var.	
Saginaw	35 C.T.	Var.	W&R	17	Opt.	1 1/2	1 1/2	1 1/2	Opt.	90	Al	X 1314	1335A	1020	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	30	
Saginaw	31 T.B.	Var.	W&S	24, 28	Opt.	1 1/2	1 1/2	1 1/2	Opt.	90	Al	X 1314	4615	4615	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	55.85	
Saginaw	28 C.T.B.	Var.	W&S	17, 20	Opt.	1 1/2	1 1/2	1 1/2	Opt.	86	Mal	X 1314	4615	4615	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	38	
Saginaw	29 C.T.B.	Var.	W&S	17, 20	Opt.	1 1/2	1 1/2	1 1/2	Opt.	86	Mal	X 1314	4615	4615	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	40	
Saginaw	27 C.T.B.	Var.	W&S	17, 20	Opt.	1 1/2	1 1/2	1 1/2	Opt.	86	Mal	X 1314	4615	4615	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	36	
Saginaw	26 C.T.	Var.	W&S	17, 20	Opt.	1 1/2	1 1/2	1 1/2	Opt.	86	Mal	X 1314	4615	4615	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	34	
Saginaw	25 C.T.	Var.	W&S	17, 18	Opt.	1 1/2	1 1/2	1 1/2	Opt.	86	Mal	X 1314	4615	4615	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	34	
Saginaw	24 C.T.	Var.	W&S	17, 18	Opt.	1 1/2	1 1/2	1 1/2	Opt.	86	Mal	X 1314	4615	4615	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	23	
Saginaw	23 C.T.	Var.	W&S	14, 16	Opt.	1 1/2	1 1/2	1 1/2	Opt.	86	Mal	X 1314	4615	4615	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	19	
Saginaw	23 C.T.	Var.	W&R	12, 14	Opt.	1 1/2	1 1/2	1 1/2	Opt.	86	Mal	X 1314	1335A	1015	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	38	
Saginaw	22 C.T.	Var.	W&S	12, 14	Opt.	1 1/2	1 1/2	1 1/2	Opt.	86	Mal	X 1314	4615	4615	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	14	
Saginaw	22 C.T.	Var.	W&S	12, 14	Opt.	1 1/2	1 1/2	1 1/2	Opt.	86	Mal	X 1314	1015	1015	Yes	Yes	Ball	2	2	Tim.	3	Plain	1 1/2	Opt.	Opt.	Var.	12	
Saginaw	21 C.T.	Var.	W&W	63, 69	Opt.	1 1/2	1 1/2	1 1/2	Opt.	360	Al	X 1314	2315	2315	Yes	Yes	Plain	3	3	Tim.	3	Plain	1	None.	Opt.	Var.	9	
Saginaw	23H C	1200	W&W	63, 69	Opt.	1 1/2	1 1/2	1 1/2	Opt.	360	Al	X 1314	2315	2315	Yes	Yes	Plain	3	3	Tim.	3	Plain	1	None.	Opt.	Var.	9	

AMERICAN STOCK FRONT AXLES

MAKE AND MODEL		AXLE CENTER			BEARINGS TYPE			MATERIAL		TIE ROD		ROAD CLEARANCE		FRONT WHEEL BRAKES		MAKE AND MODEL										
Designed for	Maximum Load on Spring Pads (Lbs.)	Type	Depth of Section (Inch.)	Width of Flange (Inch.)	Type of Steering Head	In Hubs		Spindle Thrust	Pinion	Transverse Inclination of King Pin (Deg.)	Inclination of Wheel Spindles (Deg.)	Recommended Fore & Aft Inclination	Do Wheels Trail?	Location	End Type	Effective Length of Drag Link Arm (Inch.)	Spring Pad Location	Clearance		Type	Diameter (Inch.)	Wheel Tread (Inch.)	Weight (Complete, Lbs.)			
						Steering Knuckle (S.A.E. No.)	Knuckle Arm (S.A.E. No.)											Absolute Minimum	Tire Size (Inch.)							
Clark F208 Trucks	1040	S-1	2 3/4	2	Rev. Ell.	Roller	Roller	Plain	3130	3130	6	1		R.A.	Ball	3/8	A.A.	9	30	Std.	Int.	15	58 3/4	125	Clark F208	
Clark F304 Trucks	1040	S-1	3	2 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	6 1/2	2		R.A.	Ball	7/8	A.A.	9 1/2	32	Std.	Int.	16	60	165	Clark F304	
Clark F308 Trucks	1040	S-1	3 1/4	2 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	7 1/2	2		R.A.	Ball	7/8	A.A.	9 1/2	32	Std.	Int.	16	64	180	Clark F308	
Clark F318 Trucks	1040	S-1	3	2 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	7 1/2	2		R.A.	Ball	7/8	A.A.	9 1/2	32	Std.	Int.	16	69	210	Clark F318	
Clark F212 Trucks	1040	S-1	2 1/4	2 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	9	1		R.A.	Ball	8 3/4	A.A.	9	32	Std.	Int.	15	64	195	Clark F212	
Eaton 260F Trucks	1045	S-1	2 1/4	2 1/4	Rev. Ell.	Roller	Roller	Plain	Mol.	Mol.	8	1	0	Yes	R.A.	Ball	8 3/4	A.A.	10 1/4	32	Std.	Int.	12	57 1/2	139	Eaton 260F
Eaton 4137 Trucks	1045	S-1	2 1/4	2 1/4	Rev. Ell.	Roller	Roller	Plain	Mol.	Mol.	8	1	0	Yes	R.A.	Ball	8 3/4	A.A.	10 1/4	32	Std.	Shoe	14	58	170	Eaton 4137
Eaton 433F T & B	1045	S-1	3 1/4	2 1/4	Rev. Ell.	Roller	Roller	Plain	Mol.	Mol.	8	1	0	Yes	R.A.	Ball	8 3/4	A.A.	9 1/4	32	Std.	Shoe	15	61	310	Eaton 433F
Eaton 527F T & B	1045	S-1	3 1/4	2 1/4	Rev. Ell.	Roller	Roller	Plain	Mol.	Mol.	8	1	0	Yes	R.A.	Ball	8 3/4	A.A.	10 1/4	32	Std.	Shoe	16	59	160	Eaton 527F
Eaton 532F T & B	1045	S-1	3 1/4	2 1/4	Rev. Ell.	Roller	Roller	Plain	Mol.	Mol.	8	1	0	Yes	R.A.	Ball	8 3/4	A.A.	12 1/4	36	Std.	Shoe	16	61 1/2	180	Eaton 532F
Eaton 60F T & B	1040	S-1	3	2 1/4	Rev. Ell.	Roller	Roller	Plain	Mol.	Mol.	8	1	0	Yes	R.A.	Ball	7 3/4	A.A.	12 1/4	36	Std.	Shoe	16	64 1/2	246	Eaton 60F
Eaton 75F T & B	1040	S-1	3 1/4	2 1/4	Rev. Ell.	Roller	Roller	Plain	Mol.	Mol.	8	1	0	Yes	R.A.	Ball	7 3/4	A.A.	12 1/4	40	Std.	Shoe	17	70 1/2	574	Eaton 75F
Eaton 79F T & B	1045	S-1	4	3 1/4	Rev. Ell.	Roller	Roller	Plain	Mol.	Mol.	8	1	0	Yes	R.A.	Ball	11 1/4	A.A.	12 1/4	38	Std.	Shoe	17	71 1/2	797	Eaton 79F
Salisbury S Cars	1750	S-1	1 1/4	1	Rev. Ell.	Roller	Roller	Plain	4140	4140	1 1/4	1 1/4	1	Yes	R.A.	Ball	0	A.A.	Var.	Var.	Std.	Int.	Var.	818	Salisbury S	
Salisbury O Cars	11600	S-1	2 1/4	1 1/4	Rev. Ell.	Roller	Roller	B-P	4140	4140	7 1/2	1 1/2	1	Yes	R.A.	R or B	0	A.A.	Var.	Var.	Std.	Int.	Var.	865	Salisbury O	
Salisbury M Cars	11800	S-1	2 1/4	1 1/4	Rev. Ell.	Roller	Roller	B-P	4140	4140	7 1/2	1 1/2	1	Yes	R.A.	R or B	0	A.A.	Var.	Var.	Std.	Int.	Var.	870	Salisbury M	
Salisbury L Cars	11950	S-1	2 1/4	1 1/4	Rev. Ell.	Roller	Roller	B-P	4140	4140	7 1/2	1 1/2	1	Yes	R.A.	R or B	0	A.A.	Var.	Var.	Std.	Int.	Var.	875	Salisbury L	
Salisbury P Cars	11900	S-1	2 1/4	1 1/4	Rev. Ell.	Roller	Roller	Ball	4140	4140	7 1/2	1 1/2	1	Yes	R.A.	R or B	0	U.A.	Var.	Std.	Int.	Var.	Var.	880	Salisbury P	
Salisbury F Cars	2000	S-1	2 1/4	1 1/4	Rev. Ell.	Roller	Roller	B-P	4140	4140	7 1/2	1 1/2	1	Yes	R.A.	R or B	0	A.A.	Var.	Var.	Std.	Int.	Var.	880	Salisbury F	
Salisbury U Cars	22500	S-1	2 1/4	1 1/4	Rev. Ell.	Roller	Roller	B-P	4140	4140	7 1/2	1 1/2	1	Yes	R.A.	R or B	0	A.A.	Var.	Var.	Std.	Int.	Var.	890	Salisbury U	
Stuiter 310, 5400, 5405 Trucks	1035	S-1	2 1/4	2	Ellipt.	Roller	Roller	Plain	3135	3135	0	2	0	No	R.A.	Y&P	Opt.	A.A.	8 1/4	34	No	Int.	16	58	145	Stuiter 310, 5400, 5405
Stuiter 510, 5510, 108, 208 Trucks	1035	S-1	2 1/4	2	Ellipt.	Roller	Roller	Plain	3135	3135	0	2	0	No	R.A.	Y&P	Opt.	A.A.	8 1/4	34	No	Int.	16	58	145	Stuiter 510, 5510, 108, 208
Stuiter 550, 5550, 508, 608 Trucks	1035	S-1	3	2 1/4	Ellipt.	Roller	Roller	Plain	3135	3135	0	2	0	No	R.A.	Y&P	Opt.	A.A.	8 1/4	34	No	Int.	16	58	195	Stuiter 550, 5550, 508, 608
Stuiter 610, 6108, 615 Trucks	1035	S-1	3	2 1/4	Ellipt.	Roller	Roller	Plain	3135	3135	0	2	0	No	R.A.	Y&P	Opt.	A.A.	7 1/2	36	No	Int.	16	62	207	Stuiter 610, 6108, 615
Stuiter 450, 498, 655 Trucks	1035	S-1	3	2 1/4	Ellipt.	Roller	Roller	Plain	3135	3135	0	2	0	No	R.A.	Y&P	Opt.	A.A.	7 1/2	36	No	Int.	16	62	307	Stuiter 450, 498, 655
Stuiter 710, 7108, 715 Trucks	1035	S-1	3	2 1/4	Ellipt.	Roller	Roller	Plain	3135	3135	0	2	0	No	R.A.	Y&P	Opt.	A.A.	7 1/2	36	No	Int.	16	62	323	Stuiter 710, 7108, 715
Stuiter 5532, 328, 5429 Trucks	1035	S-1	2 1/4	2	Ellipt.	Roller	Roller	Plain	3135	3135	0	2	0	No	R.A.	Y&P	Opt.	A.A.	9 1/4	34	Std.	Int.	16	62	340	Stuiter 5532, 328, 5429
Stuiter 5572, 728, 628, 92, 928 Trucks	1035	S-1	3 1/4	2 1/4	Ellipt.	Roller	Roller	Plain	3135	3135	0	2	0	No	R.A.	Y&P	Opt.	A.A.	7 1/4	34	Std.	Int.	16	62	375	Stuiter 5572, 728, 628, 92, 928
Stuiter 5571, 718, 5538 Trucks	1035	S-1	3 1/4	2 1/4	Ellipt.	Roller	Roller	Plain	3135	3135	0	2	0	No	R.A.	Y&P	Opt.	A.A.	7 1/4	34	Std.	Int.	16	62	400	Stuiter 5571, 718, 5538
Stuiter 632, 6328, 638 Trucks	1035	S-1	3 1/4	2 1/4	Ellipt.	Roller	Roller	Plain	3135	3135	0	2	0	No	R.A.	Y&P	Opt.	A.A.	6 1/2	36	Std.	Int.	16	64 1/2	450	Stuiter 632, 6328, 638
Stuiter 672, 6728, 677 Trucks	1035	S-1	3 1/4	2 1/4	Ellipt.	Roller	Roller	Plain	3135	3135	0	2	0	No	R.A.	Y&P	Opt.	A.A.	6 1/2	36	Std.	Int.	16	64 1/2	475	Stuiter 672, 6728, 677
Stuiter 673, 6738, 678 Trucks	1035	S-1	3 1/4	2 1/4	Ellipt.	Roller	Roller	Plain	3135	3135	0	2	0	No	R.A.	Y&P	Opt.	A.A.	6 1/2	36	Std.	Int.	16	64 1/2	550	Stuiter 673, 6738, 678
Stuiter 5429B Trucks	1035	S-1	2 1/4	2 1/4	Ellipt.	Roller	Roller	Plain	3135	3135	0	2	0	No	R.A.	Y&P	Opt.	A.A.	8 1/4	32	Std.	Int.	16	61	250	Stuiter 5429B
Stuiter 15582B T & B	1035	S-1	3 1/4	2 1/4	Ellipt.	Roller	Roller	Plain	3135	3135	0	2	0	No	R.A.	Y&P	Opt.	A.A.	7 3/4	34	Std.	Int.	17 1/2	70	400	Stuiter 15582B
Stuiter 1633 T & B	1035	S-1	3 1/4	2 1/4	Ellipt.	Roller	Roller	Plain	3135	3135	0	2	0	No	R.A.	Y&P	Opt.	A.A.	10	36	Std.	Int.	17 1/2	76	450	Stuiter 1633
Stuiter 1679 T & B	1035	S-1	3 1/4	2 1/4	Ellipt.	Roller	Roller	Plain	3135	3135	0	2	0	No	R.A.	Y&P	Opt.	A.A.	10	36	Std.	Int.	16 1/2	76	450	Stuiter 1679
Tinken 30000 Trucks	1040	S-1	2 1/4	1 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R.A.	Ball	8 1/2	A.A.	60 1/2	38	Std.	Int.	16 1/2	60 1/2	3000	Tinken 30000
Tinken 30020 Trucks	1040	S-1	2 1/4	1 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R.A.	Ball	8 1/2	A.A.	60 1/2	38	Std.	Int.	16 1/2	60 1/2	3002	Tinken 30020
Tinken 31020 Trucks	1040	S-1	2 1/4	1 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R.A.	Ball	8 1/2	A.A.	64	38	Std.	Int.	16	64	3100	Tinken 31020
Tinken 32000 Trucks	1040	S-1	2 1/4	1 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R.A.	Ball	8 1/2	A.A.	70 1/2	38	Std.	Int.	16	70 1/2	3200	Tinken 32000
Tinken 33000 Trucks	1040	S-1	2 1/4	1 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R.A.	Ball	8 1/2	A.A.	6 1/2	38	Std.	Int.	16	6 1/2	3300	Tinken 33000
Tinken 33020 Trucks	1040	S-1	2 1/4	1 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R.A.	Ball	8 1/2	A.A.	6 1/2	38	Std.	Int.	16	6 1/2	3302	Tinken 33020
Tinken 35000 Trucks	1040	S-1	3 1/4	2 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R.A.	Ball	8 1/2	A.A.	71 1/4	38	Std.	Int.	16	71 1/4	3500	Tinken 35000
Tinken 35020 Trucks	1040	S-1	3 1/4	2 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R.A.	Ball	8 1/2	A.A.	68 3/4	38	Std.	Int.	16	68 3/4	3502	Tinken 35020
Tinken 35100 Trucks	1040	S-1	3 1/4	2 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R.A.	Ball	8 1/2	A.A.	68 3/4	38	Std.	Int.	16	68 3/4	3510	Tinken 35100
Tinken 35120 Trucks	1040	S-1	3 1/4	2 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R.A.	Ball	8 1/2	A.A.	68 3/4	38	Std.	Int.	16	68 3/4	3512	Tinken 35120
Tinken 26450 Trucks	1040	S-1	3 1/4	2 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R.A.	Ball	8 1/2	A.A.	71 1/4	38	Std.	Int.	17 1/4	71	2645	Tinken 26450
Tinken 27650 Trucks	1040	S-1	3 1/4	2 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R.A.	Ball	8 1/2	A.A.	71 1/4	38	Std.	Int.	17 1/4	71	2765	Tinken 27650
Tinken 27450 Trucks	1040	S-1	3 1/4	2 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R.A.	Ball	8 1/2	A.A.	71 1/4	38	Std.	Int.	17 1/4	71 1/2	2745	Tinken 27450

ABBREVIATIONS:
 AA—Above Axle
 AS—Alloy Steel
 D—Dimensions Optional
 A—Also Others
 M—Max. load on tires (lbs.)
 R—Recommendations of axle also are made by the Timken-Detroit Axle Co. only after complete vehicle specifications have been submitted by the vehicle manufacturer.
 B-R—Ball or Roller
 C—Cars
 E-H—External Hydraulic
 Ext.—External
 Int.—Internal
 I-M—Internal Mechanical
 IA—Internal Air Operated
 H—Hydraulic
 I-S—"I" Section
 Mo—Molybdenum
 N-P—No Provision
 Opt.—Optional
 R A—Rear of Axle
 R or B—Rubber or Ball
 Rev. E.H.—Reverse Elliott
 End—Round
 S—Special
 Std.—Standard Equipment
 T—Trucks
 T—Tractor
 UA—Under Axle
 V—Verses
 Y&P—Yoke and Pin
 Tub—Tubular
 L—Less Brakes

AMERICAN STOCK CLUTCHES

MAKE AND MODEL	Designed For	Rated Torque Capacity, (Lbs. ft.)	Type	Facing Material	Mean Radius of Each Friction Face (In.)	DIAMETER OF FACING		No. of Driving Members	No. of Driven Members	Disk or Plate Material	No. of Springs	PRESSURES (Lbs.)				Overall Outside Diameter of Clutch (In.)	Type of Throttle Bearing	DRIVE TAKEN BY		Means of Adjustment	Is Clutch Brake Provided	Ball Housing (S.A.E.) (Nos.)	Weight (Lbs.)
						Outside (In.)	Inside (In.)					Total Spring Pressure	Total Pressure on Friction Face	Pressure per Sq. In. of Friction Surface	Pressure Required at Throttle Bearing to Disengage			From Flywheel to Driving Members of Clutch	From Driving Members of Clutch to Driving Shaft of Clutch				
Borg & Beck	9A1 Cars	135	SP	Mo.	3.69	9.00	5.75	2	1	Steel	6	1100	1100	34	275	11 1/4	Opt.	L.O.P.	Splines	None	No.	1,2,3,4,5	15
Borg & Beck	10A1 Cars	160	SP	Mo.	4.15	9.87	6.75	2	1	Steel	6	1100	1100	27	260	12 1/4	Opt.	L.O.P.	Splines	None	No.	1,2,3,4,5	18
Borg & Beck	10A1 Wide F Cars, T	175	SP	Mo.	4.00	9.87	6.12	2	1	Steel	9	1400	1400	30	325	12 1/4	Opt.	L.O.P.	Splines	None	No.	1,2,3,4,5	18
Borg & Beck	11A-1 Cars, T	Var.	SP	Mo.	4.3	11.06	6.12	2	1	Steel	12	1740	1740	26.2	400	13 1/4	Opt.	L.O.P.	Splines	None	No.	1,2,3,4	26
Borg & Beck	12Q, 12QL Cars, T, Bus	260	SP	Wo.	4.78	11.87	7.25	2	1	Steel	1	300	1590	23	350	12 1/4	Opt.	Pins	Splines	SCP	No.	1,2,3	36 1/4
Borg & Beck	13Q Bus, Truck	375	SP	Wo.	5.03	12.87	7.25	2	1	Steel	1	300	1590	17.8	350	13 1/4	Opt.	Pins	Splines	SCP	No.	1,2,3	41 1/4
Borg & Beck	14Q Bus, T	375	SP	Wo.	5.28	13.87	7.25	2	1	Steel	1	350	2117	19.3	375	14 1/4	Opt.	Pins	Splines	SCP	No.	1,2,3	57 1/4
Brown-Lipe	70 T & B, Tr	Var.	MD	Var.	3.92	9.45	6.45	14	14	Steel	2	Var.	Var.	Var.	Var.	11 1/4	Ball T.	Gear T.	Keys	Sp B.	Yes	1,2,3	Var.
Brown-Lipe	35 C, T, B, Tr	Var.	MD	Var.	3.65	8.43	6.25	5	5	Steel	2	Var.	Var.	Var.	Var.	11 1/4	Ball T.	Gear T.	Keys	Sp B.	Yes	1,2,3	Var.
Brown-Lipe	51 C, T, B, Tr	Var.	MD	Var.	3.65	8.43	6.25	6	6	Steel	2	Var.	Var.	Var.	Var.	11 1/4	Ball T.	Gear T.	Keys	Sp B.	Yes	1,2,3	Var.
Brown-Lipe	55 T, B, Tr	Var.	MD	Var.	3.65	8.43	6.25	7	7	Steel	2	Var.	Var.	Var.	Var.	11 1/4	Ball T.	Gear T.	Keys	Sp B.	Yes	1,2,3	Var.
Brown-Lipe	12 C, T, B, Tr	Var.	SP	Var.	4.77	11.87	7.25	1	1	Cast I	1	Var.	Var.	Var.	Var.	13 1/4	Ball T.	Lugs	Splines	ThR.	Yes	1,2,3	41
Brown-Lipe	14 T, B, Tr	Var.	SP	Var.	5.25	13.75	7.37	1	1	Cast I	2	Var.	Var.	Var.	Var.	15 1/4	Ball T.	Lugs	Splines	ThR.	Yes	1,2	64
Brown-Lipe	13-2 T, B, Tr	Var.	DP	Var.	5.09	13.00	7.37	2	2	Cast I	1	Var.	Var.	Var.	Var.	15 1/4	Ball T.	L&P	Splines	ThR.	Yes	1,2	79 1/4
Cotta Gear	8 T, Tr	Var.	MD	Wo.	3.78	9.00	6.12	8	9	Steel	1	700	700	20.5	700	11 1/4	Ann B.	Gear T.	Splines	ThR.	No	Opt.	73
Cotta Gear	4 T, Tr	Var.	MD	Wo.	3.78	9.00	6.12	4	5	Steel	1	700	700	20.5	700	11 1/4	Ann B.	Splines	Splines	Sp B.	No		50
Covert	JUC C, T & B	Var.	MD	Mo.	3.68	8.25	8.25	5	6	Steel	3	375	Var.	Var.	Var.	11 1/4	Ann B.	Gear T.	Gear T.	Sp B.	Yes	1,2,3,4	Var.
Covert	DC-9 T & B	Var.	MD	Mo.	3.68	8.25	8.25	9	10	Steel	3	342	Var.	Var.	Var.	11 1/4	Ann B.	Gear T.	Gear T.	Sp B.	Yes	1,2,3	Var.
Detlaf	JA Cars	110	MD	Wo.	2.68	7.87	5.43	3	2	Steel	3	300	300	1.9	300	10	Ann B.	Pins	Pins	Sp B.	Yes	1,2,3	15
Detlaf	M Cars	200	MD	Wo.	3.71	8.37	6.50	4	4	Steel	4	360	360	2.05	360	11 1/4	Ann B.	Gear T.	Gear T.	None	No	1,2,3,4,5	30
Detlaf	D & H C, T, B & Tr	500	MD	Wo.	3.71	8.37	6.50	9	9	Steel	3	500	500	Var.	500	11 1/4	Ann B.	Gear T.	Gear T.	Sp B.	Yes	1,2,3	65
Fuller	1-SC-10 T, B & Tr	Var.	MD	Wo.	3.50	8.16	5.87	5	4	Steel	1	550	550	Var.	550		Ann B.	Gear T.	Pins	None	No	1,2,3,4,5	83
Fuller	1-SC-12 T, B & Tr	Var.	MD	Wo.	3.50	8.16	5.87	6	5	Steel	1	550	550	Var.	550		Ann B.	Gear T.	Pins	None	No	1,2,3,4,5	87
Fuller	1-SC-14 T, B & Tr	Var.	MD	Wo.	3.50	8.16	5.87	7	6	Steel	1	550	550	Var.	550		Ann B.	Gear T.	Pins	None	No	1,2,3,4,5	89
Fuller	1-SC-16 T, B & Tr	Var.	MD	Wo.	3.50	8.16	5.87	8	7	Steel	1	550	550	Var.	550		Ann B.	Gear T.	Pins	None	No	1,2,3,4,5	93
Fuller	1-SC-12-10 T, B & Tr	Var.	MD	Wo.	4.15	9.87	6.75	6	5	Cast I	1	725	725	1.48	725		Ann B.	Gear T.	Pins	None	No	1,2,3	90
Fuller	1-SC-18-8 1/2 T, B, Tr	435	MD	Wo.	8.5	6.00	9.00	8	8	Steel	6	750	750	1.46	750		Ann B.	Gear T.	Gear T.	Sp B.	No	1,2,3,4,5	
Fuller	1-SC-16-8 1/2 T, B, Tr	350	MD	Wo.	8.5	6.00	8.00	7	7	Steel	6	660	660	1.45	660		Ann B.	Gear T.	Gear T.	Sp B.	No	1,2,3,4,5	
Fuller	1-SC-14-8 1/2 T, B, Tr	280	MD	Wo.	8.5	6.00	7.00	7	6	Steel	6	600	600	1.50	600		Ann B.	Gear T.	Gear T.	Sp B.	No	1,2,3,4,5	
G.M.C.	T18, T23 Trucks	SP	Mo.		9.62	6.12	1.1	1	1	Cast I	9					13 1/4	Ball T.	Cov. B.	Splines	SSP	No	Special	
G.M.C.	T26, T31, T45 Trucks	DP	Mo.		8.12	4.62	3	2	2	Cast I	12					9 1/4	Ball T.	Gear T.	Splines	Sp B.	No	Special	
G.M.C.	T51 Trucks	DP	Mo.		8.12	4.62	3	2	2	Cast I	12					9 1/4	Ball T.	Gear T.	Splines	Sp B.	No	Special	
G.M.C.	T61, T83, T90 Trucks	DP	Mo.		9.85	5.00	3	2	2	Cast I	12					9 1/4	Ball T.	Gear T.	Splines	Sp B.	No	Special	
G.M.C.	T85, T95, T110, T130 T. Buses	DP	W-M		13.75	7.25	2	2	2	Cast I	18					16 1/4	Ball T.	Studs	Splines	SCL	Yes	1	
G.M.C.	649, 670, 704, 705 T. Buses	DP	W-M		13.75	7.25	2	2	2	Cast I	18					16 1/4	Ball T.	Studs	Splines	SCL	Yes	1	
G.M.C.	365-66, 603, 661, 663 Buses	DP	W-M		11.00	6.25	2	2	2	Cast I	12					12 1/4	Ball T.	Studs	Splines	SSP	Yes	Special	
G.M.C.	605, 607, 612, 662, 665 Buses	DP	W-M		8.12	4.62	3	2	2	Cast I	12					9 1/4	Ball T.	Gear T.	Splines	Sp B.	No	Special	
G.M.C.	634, 636, 652, 674 Buses	DP	W-M		13.75	7.25	2	2	2	Cast I	18					16 1/4	Ball T.	Studs	Splines	SCL	Yes	1	
G.M.C.	614, 633 Buses	SP	Wo.		15.50	8.25	1	1	1	Cast I	21					17 1/4	Ball T.	Studs	Splines	SSP	Yes	1	
G.M.C.	363 Taxicab	SP	Wo.		11.00	6.25	1	1	1	Cast I	12					13	Ball T.	Cov. B.	Splines	SSP	No	Special	
Hele-Shaw	5 T, B & Tr	200	Mo.	None	None	None	None	15	14	Br&St	1	250	250		250	10 1/4	Ann B.	Splines	Splines	ThR.	Yes		58
Hele-Shaw	6 T, B & Tr	300	Mo.	None	None	None	None	12	11	Br&St	1	400	400		400	12 1/4	Ann B.	Splines	Splines	ThR.	Yes		82
Hele-Shaw	8, 10 T, B & Tr	580	Mo.	None	None	None	None	16	15	Br&St	1	450	450		450	15 1/4	Ann B.	Splines	Splines	ThR.	Yes		150
Hele-Shaw	150H T, B & Tr	1000	Mo.	None	None	None	None	14	14	Br&St	1	600	600		600	21 1/4	Ann B.	Splines	Splines	None	No		500
Hilliard	S-640 T. Buses	280	DP	W-M	11.00			2	2	Steel	Var.	Var.	Var.	Var.	Var.	13	Ball T.	Pins	Splines	ThR.	Yes	4	39
Hilliard	S-647 T. Buses	350	DP	W-M	13.25			2	2	Steel	Var.	Var.	Var.	Var.	Var.	15 1/4	Ball T.	Gear T.	Splines	ThR.	Yes	1,2	50
Hilliard	S-650 T. Buses	450	DP	W-M	13.75			2	2	Steel	Var.	Var.	Var.	Var.	Var.	16	Ball T.	Pins	Splines	ThR.	Yes	3	87
Illinois	Z-9 C, T, B, Tr	120	SP	W-M	3.32	7.87	5.12	2	1	Steel	1	Var.	Var.	Var.	120		Ball T.	Brack.	Splines	Chims	No	1,2,3,4,5	8
Illinois	Z-10 C, T, B, Tr	150	SP	W-M	3.81	8.87	6.12	2	1	Steel	1	Var.	Var.	Var.	190		Ball T.	Brack.	Splines	Chims	No	1,2,3,4,5	9 1/4
Illinois	Z-11 C, T, B, Tr	200	SP	W-M	4.11	9.87	6.12	2	1	Steel	1	Var.	Var.	Var.	230		Ball T.	Brack.	Splines	Chims	No	1,2,3,4,5	13
Illinois	Z-12 C, T, B, Tr	250	SP	W-M	10.87	6.12	2	1	1	Steel	2	Var.	Var.	Var.	250		Ball T.	Brack.	Splines	Chims	No	1,2,3,4	
Illinois	Z-13 C, T, B, Tr	350	SP	W-M	4.72	11.87	6.12	2	1	Steel	2	Var.	Var.	Var.	300		Ball T.	Brack.	Splines	Chims	No	1,2,3	
Illinois	Z-14 C, T, B, Tr	5.75	SP	W-M	5.63	13.87	6.12	2	1	Steel	2	Var.	Var.	Var.	375		Ball T.	Brack.	Splines	Chims	No	1,2	
Illinois	Z-16 T, B, Tr	725	SP	W-M	15.87	7.00																	

PLANE, MAKE AND MODEL	Approved Type Certificate Number	GENERAL																PERFORMANCE							
		Type			Specially Designed or Equipped for	Price \$	Total Seating Capacity	Cu. Ft. Cargo Compart- ment Exclusive of Seating Capacity Area	Overall Dimensions			Wings		Weights					Performance						
		Monoplane or Biplane	Land or Water	Open or Closed					Length (Ft. Ins.)	Height (Ft. Ins.)	Width (Ft. Ins.)	Folding (F) Dismountable (D) Rigid (R)	Area Main Wings (Sq. Ft.)	Empty (Lbs.)	Fully Loaded (Lbs.)	Per Total H.P. (Lbs.) Full Load	Actual Pay Load (Lbs.)	Pay Load per Total H.P. (Lbs.)	Full Throttle Speed at Sea Level With Full Load M.P.H.	Cruising Speed at 3000 Ft. (Full Load)	Landing Speed (Full Load)	Fuel Consumption at Cruising Speed With Full Load			
																						Gas (Gallons per Hr.)	Oil (Gallons per Hr.)		
Aeromarine..... AKL-25-A	121	M	L	O	C-T, Sp.	2250	2	6	24-6	7-0	40-2	D....	194	815	1325	33.10	239	6.00	74	60	40	2.7	.20		
Aeromarine..... AKL-26-A	204	M	L	O	C-T, Sp.	2500	2	6	23-6	7-0	40-2	D....	194	1025	1590	22.71	206	2.90	93	78	42	4.7	.13		
Aeromarine..... AKL-26-B	334	M	L	O	C-T, Sp.	3300	2	6	23-0	7-0	40-2	D....	194	1016	1590	18.70	215	2.53	97	85	42	5.3	.15		
Aerona..... C-3	396	M	L	Opt.	C-T	18500	6	30	20-0	8-0	36-0	R....	142	470	900	25.00	360	10.00	78	65	35	3.0	.06		
Air Transport..... K-2	171	M	L	C	Tr.	18500	6	30	33-6	9-6	.....	R....	315	2697	4445	16.48	830	3.07	125	105	47	16.0	.50	
Air Transport..... K-3	170	M	L	C	Tr.	18500	6	30	33-6	9-6	.....	R....	315	2846	4500	20.45	736	3.34	118	100	47	14.0	.50	
Air Transport..... K-5	223	M	L	C	Tr.	18500	6	30	33-6	9-6	.....	R....	315	2745	4500	15.00	950	3.16	135	115	47	18.0	.50	
Alexander..... Flyabout D-1	439	M	L	C	C-T	1465	2	None	21-9 1/2	5-8 1/2	37-6	R....	175	671	961	25.97	170	4.59	77	60	32	3.0	.....	
Alexander..... Flyabout D-2	449	M	L	C	C-T	1590	2	None	21-7	5-8 1/2	37-6	R....	175	690	981	21.80	173	3.84	87	77	34	3.2	.....	
American..... Eaglet	450	M	L	O	C-T	1575	2	None	21-7 1/2	8-0	34-4	R....	164	509	922	20.48	170	3.35	90	75	25	3.0	.25		
Beechcraft..... 17-R	Pending	B	L	C	Tr.	.....	5	14	24-0	8-7 1/2	34-4	R....	300	2700	4500	10.71	1165	2.07	200	170	62	22.0	.25	
Beechcraft..... 17-J	Pending	B	L	C	Tr.	.....	5	14	23-11	8-7 1/2	34-4	R....	300	2835	4600	7.07	1130	1.07	235	200	63	34.0	.50	
Bellanca..... Airbus P-100	360	M	L	C	Tr.	35600	12	404	40-8	11-6 1/2	65-7	R....	468	5220	9600	16.00	2680	4.50	147	130	59	36.0	2.19		
Bellanca..... Airbus P-300	391	M	L	C	Tr.	31200	15	404	42-1 1/2	11-3	65-7	R....	468	5220	9600	16.00	2680	4.65	147	130	59	35.0	3.00		
Bellanca..... Airbus P-200	391	M	L	C	Tr.	29950	12	404	42-0	11-3	65-7	R....	468	5155	9590	16.67	2985	5.20	139	120	59	31.0	3.00		
Bellanca..... Skyrocket D	480	M	L	C	Tr.	18950	6	140	27-10	8-4	47-6	R....	281	2950	4900	10.88	1000	2.30	170	145	62	24.0	1.80		
Bellanca..... Skyrocket CH-400	319	M	W	C	Tr.	18950	6	140	30-8 1/2	11-10	46-4	R....	273	3045	5000	11.90	1005	2.30	146	122	65	22.0	1.80		
Bellanca..... Pacemaker E	476	M	L	C	Tr.	15950	6	140	27-10 1/2	8-4	47-6	R....	281	2668	4618	15.39	1000	3.30	150	125	60	16.5	1.22		
Bellanca..... Pacemaker CH300W	328	M	L	C	Tr.	16450	6	140	27-10	8-4	46-4	R....	273	2465	4300	14.33	933	3.10	150	125	60	16.5	1.80		
Bellanca..... Pacemaker CH-300	129	M	W	C	Tr.	15950	6	140	30-5	11-10	46-4	R....	273	2995	4835	16.18	993	3.10	141	117	65	16.0	1.22		
Bellanca..... Photographic	129	M	L	C	Tr.	15950	3	140	27-10 1/2	8-4	46-4	R....	273	2450	4300	14.33	.....	.....	150	125	60	16.5	1.22
B/J..... YIP-16	.....	B	L	O	MI	.....	2	.....	28-2	9-2 1/2	34-0	D....	250	2806	4000	6.66	.....	.....	175	150	67	32.7	1.70
B/J..... XOJ-1	.....	B	L	O	OBS	.....	2	.....	25-8	10-10	33-8	D....	284	2000	3160	7.90	.....	.....	155	124	56	.....	.....
B/J..... XOJ-1	.....	B	L	O	OBS	.....	2	.....	29-0	11-7	33-8	D....	284	2240	3420	8.55	.....	.....	151	121	58	.....	.....
Bird..... BK	239	L	L	O	C-T	3495	3	.....	23-0	8-0	34-0	D....	266	1199	1980	19.80	370	3.70	110	95	34	6.5	.20	
Bird..... BW	382	L	L	O	C-T	4395	3	.....	23-0	8-0	34-0	D....	266	1230	2020	18.36	370	3.37	112	98	34	7.0	.20	
Bird..... CK	388	L	L	O	C-T	4395	4	.....	23-0	8-0	34-0	D....	266	1350	2335	18.68	540	4.32	115	100	37	8.0	.20	
Bird..... CJ	419	L	L	O	C-T	4995	3	.....	22-6	8-0	34-0	D....	266	1410	2245	13.60	372	2.25	120	105	36	10.0	.40	
Bird..... C	387	L	L	O	C-T	5870	3	.....	22-8	8-0	33-0	D....	261	1425	2350	14.24	355	2.25	120	106	36	10.0	.40	
Bird..... CK	388	L	L	O	C-T	5995	4	.....	25-9	10-6	34-0	D....	266	1602	2607	20.85	540	4.32	110	100	40	8.0	.20	
Blondin..... Mallard	.....	M	L	C	Tr.	2500	2	8	18-0	7-0	31-0	R....	160	640	960	24.00	320	8.00	80	60	30	.....	.....
Boeing..... 247	Appl.	M	L	C	Tr.	.....	10	135	51-0	12-6	74-0	R....	835	8109	12210	12.00	2400	2.18	166	150	61	45.0	.75	
Burdette..... S-30	Appl.	L	L	C	C-T	1650	2	.....	19-0	7-6	35-0	R....	160	556	975	21.66	.....	.....	85	75	30	3.5	.....	
Cairns..... AM	.....	M	L	C	C-T	3520	3	9	24-3	7-0	35-6	F°	170	1300	2300	13.52	700	4.11	170	150	50	11.0	.025	
Cairns..... AW	.....	M	L	C	MI	5000	3	9	24-0	7-0	35-6	R°	170	1500	2300	13.52	600	3.52	170	150	55	11.0	.025	
Cavalier..... E	321	M	L	C	C-T	3310	2	60	20-1	6-8	31-6	D....	160	919	1425	18.33	185	2.05	105	90	38	5.0	.12		
Chamberlin..... C-81	.....	M	L	C	C-T, Tr.	12500	7	60	28-6	48-0	.....	R....	260	2400	4440	14.66	1260	4.20	130	105	45	16.0	1.00
Chamberlin..... C-82	.....	M	L	C	C-T, Tr.	12500	8	60	28-6	48-0	.....	R....	260	2400	4440	14.66	1260	4.20	130	105	45	16.0	1.00
Consolidated..... Fleet 10	Pending	B	Opt.	O	C-T, Mi	4485	2	55*	21-8	7-9	28-0	R....	199	1185	1931	15.44	265	2.12	115	95	55	7.5	.....	
Consolidated..... Fleet 5	Pending	B	Opt.	O	C-T, Mi	3985	2	55*	21-8	7-9	28-0	R....	199	1158	1714	17.14	265	2.65	108	88	52	6.5	.....	
Consolidated..... 21A	.....	B	L	O	MI	P.O.A.	2	100*	26-4	9-4	31-6	R....	266	1827	2607	12.41	330	1.57	127	102	54	12.0	.....	
Consolidated..... 21C	.....	B	L	O	MI	P.O.A.	2	100*	26-4	9-4	31-6	R....	266	2135	3100	10.33	330	1.10	146	117	58	17.0	.....	
Consolidated..... Fleetster 17A	486	B	Opt.	C	Tr.	P.O.A.	10	30	33-8	10-10	50-0	R....	361	3650	6500	10.83	2000	3.50	176	156	62	35.0	.....	
Consolidated..... Fleetster 20A	494	B	Opt.	C	Tr.	P.O.A.	8	45	33-8	10-10	50-0	R....	361	3850	6800	10.33	2100	3.55	170	148	62	35.0	.....	
Consolidated..... Super-Comm.	.....	B	W	C	Tr.	P.O.A.	20	250	61-9	17-3	100-0	R....	1430	11000	20500	15.11	7500	6.25	135	112	58	75.0	.....	
Curtiss-Wright..... 16E	463	B	L	O	C-T	4600	3	.....	21-1	8-10	28-10	D....	206	1357	2150	13.03	395	2.04	135	113	48	10.5	.....	
Curtiss-Wright..... A-14-D	442	B	L	O	C-T	10895	3	.....	23-6 1/2	9-11 1/2	31-0	D....	248	1772	2870	11.54	544	2.27	155	130	56	14.5	.....	
Curtiss-Wright..... B-14-B	485	B	L	O	C-T	13500	3	.....	23-2	9-11 1/2	31-0	D....	248	2008	3067	10.22	448	1.50	170	143	57	17.5	.....	
Curtiss-Wright..... D-3	440	M	L	C	Tr.	.....	8	42	34-10	9-8 1/2	56-6	D....	422	4466	6600	11.00	Var.	.....	144	121	60	35.0	.....	
Curtiss-Wright..... CW-1	397	M	L	O	C-T	.....	2	.....	21-3	7-4	39-6	D....	176	570	975	21.66	172	3.82	80	67	30	3.0	.....	
Curtiss-Wright..... 12-Q	401	B	L	O	C-T	.....	2	.....	21-5	8-10	21-10	D....	206	1071	1725	19.72	268	2.98	105	88	44	6.0	.....	
Curtiss-Wright..... 12-W	407	B	L	O	C-T	.....	2	.....	20-10	8-10	28-10	D....	206										

AIRPLANES

ENGINE					EQUIPMENT										MATERIAL					PLANE, MAKE AND MODEL
Engine Make, Model and Number Fitted	Total H.P.	Engine R.P.M.	Propeller R.P.M.	Method of Starting and Starter Make	Number Fuel Tanks	Cabin Heater Make	Exhaust Manifolds Provided?	Dual Control Provided?	Propeller		Brakes		Wheels		Wings			Fuselage		
									Make	Material	Make	Fitted to Tail Wheel?	Make	Size	Ribs	Spars	Covering	Structure	Covering	
1-Salmson.....AD9	40	2000	2000	P-S.	1	No.	N.	Y.	Own	W	None.		K-H	20x4	L-W	L-W	L-W	W	L-W	Aeromarine.....AKL-25-A
1-LeBlond.....5-DE	70	1950	1950	P-S.	2	No.	N.	Y.	Own	W	None.		Go.	20x9	L-W	L-W	L-W	W	L-W	Aeromarine.....AKL-26-A
1-LeBlond.....5-DF	85	2125	2125	P-S.	2	No.	N.	Y.	Own	W	None.		Go.	20x9	L-W	L-W	L-W	W	L-W	Aeromarine.....AKL-26-B
1-Aerona.....E-113-A	36	2200	2200	P-S.	1	No.	N.	Y.	Opt.	W			Opt.	16x7	W	W	F.	S.	F.	Aerona.....C-3
1-LeBlond.....270	2100	2100	2100	E-M.	3	Own	Y.	Y.	Sto.	W	Ben.	N.	Ben.	32x8	W	W	F.	S.	F.	Air Transport.....K-2
1-LeBlond.....220	2100	2100	2100	E-M.	3	Own	Y.	Y.	Sto.	W	Ben.	N.	Ben.	32x8	W	W	F.	S.	F.	Air Transport.....K-3
1-Kinner.....300	1850	1850	C-A.	2	Own	Y.	Y.	Y.	Ha.	S.	A-F.	N.	A-F.	9.50x12	W	W	F.	S.	F.	Air Transport.....K-5
1-Continental.....A-40	37	2500	2500		1	Own	Y.	Y.	Fah.	W	None.		Go.		W	W	F.	S.	F.	Alexander*.....Flyabout D-1
1-Szekely.....SR-30	45	1750	1750		1	Own	Y.	Y.	Fah.	W	None.		Go.		W	W	F.	S.	F.	Alexander*.....Flyabout D-2
1-Szekely.....SR-30	45	1750	1750	P-S.	1	No.	N.	Y.	Fah.	W	None.			16x7-3	W	W	F.	S.	F.	American.....Eaglet
1-Wright.....R-975-E2	420	2150	2150	E-M.	4	Own	Y.	Y.	S-E	S.	A-F.	N.	A-F.	9.50x12	W	S.	F.	S.	F. SA	Boechraft.....17-R
1-Wright.....R-1510	650	2150	2150	E-M.	4	Own	Y.	Y.	S-E	S.	A-F.	N.	A-F.	9.50x12	W	S.	F.	S.	F. SA	Boechraft.....17-J
1-Curtiss.....Conqueror	600	2450	1750	Ecl. E-M	2	Own	Y.	Y.	Ha.	A.	Go.	N.	Go.	16x7	W	W	F.	S.	F.	Bellanca.....Airbus P-100
1-Wright.....Cyc. R-1820E	575	1950	1220	Ecl. E-M	2	Own	Y.	Y.	Ha.	A.	Go.	N.	Go.	16x7	W	W	F.	S.	F.	Bellanca.....Airbus P-300
1-Wright.....Cyclone	575	1900	1900	Ecl. E-M	2	Own	Y.	Y.	Ha.	A.	Go.	N.	Go.	16x7	W	W	F.	S.	F.	Bellanca.....Airbus P-200
1-P & W.....Wasp SC-1	450	2100	2100	Ecl. E-M	2	Own	Y.	Y.	Ha.	A.	A-F.	N.	A-F.	9.50x12	W	W	F.	S.	F.	Bellanca.....Skyrocket D
1-P & W.....Wasp	420	2000	2000	Ecl. E-M	2	Own	Y.	Y.	Ha.	A.	A-F.	N.	A-F.	9.50x12	W	W	F.	S.	F.	Bellanca.....Skyrocket CH-400
1-Wright.....R-975E	300	2100	2100	Ecl. E-M	2	Own	Y.	Y.	Ha.	A.	A-F.	N.	A-F.	9.50x12	W	W	F.	S.	F.	Bellanca.....Pacemaker E
1-P & W.....Wasp Jr.	300	2000	2000	Ecl. E-M	2	Own	Y.	Y.	Ha.	A.	A-F.	N.	A-F.	9.50x12	W	W	F.	S.	F.	Bellanca.....Pacemaker CH300W
1-Wright.....R-975	300	2100	2100	Ecl. E-M	2	Own	Y.	Y.	Ha.	A.	A-F.	N.	A-F.	9.50x12	W	W	F.	S.	F.	Bellanca.....Pacemaker CH-300
1-Wright.....R-975	300	2100	2100	Ecl. E-M	2	Own	Y.	Y.	Ha.	A.	A-F.	N.	A-F.	9.50x12	W	W	F.	S.	F.	Bellanca.....Photographic
1-Curtiss.....Conqueror	600	2400	2400	In	2	N.	N.	N.	Std.	Du.	Ben.	N.	Ben.	32x6	Du-T	Du-E	F.	S.	F.	B/J.....YIP-16
1-P & W.....Wasp Jr.	400	2200	2200	In	1	N.	N.	N.	Std.	Du.	Ben.	N.	Ben.	30x5	W	W	F.	S.	F.	B/J.....XOJ-1
1-P & W.....Wasp Jr.	400	2200	2200	In	1	N.	N.	N.	Std.	Du.	Ben.	N.	Ben.	30x5	W	W	F.	S.	F.	B/J.....XOJ-1
1-Kinner.....K-5	100	1810	1810	P-S.	1	Y.	Y.	Y.	Par.	W	W-A	N.	W-A	8.50x10	W	W	F.	S.	F.	Bird.....BK
1-Warner.....Scarab	110	1850	1850	P-S.	1	Y.	Y.	Y.	Std.	A.	W-A	N.	W-A	8.50x10	W	W	F.	S.	F.	Bird.....BW
1-Kinner.....B-5	125	1925	1925	P-S.	1	Y.	Y.	Y.	C-R	A.	W-A	N.	W-A	8.50x10	W	W	F.	S.	F.	Bird.....CK
1-Jacobs.....LA-1	165	2125	2125	P-S.	1	Y.	Y.	Y.	Std.	A.	W-A	N.	W-A	8.50x10	W	W	F.	S.	F.	Bird.....CJ
1-Wright.....JG-5	165	2000	2000	P-S.	1	Y.	Y.	Y.	Std.	A.	W-A	N.	W-A	8.50x10	W	W	F.	S.	F.	Bird.....C
1-Kinner.....B-5	125	1925	1925	C-A.	1	Y.	Y.	Y.	C R	A.	W-A	N.	W-A	8.50x10	W	W	F.	S.	F.	Bird.....CK
1-Continental®	40	2400	1800	H-C.	1	Ecl.	Y.	Y.	Own	Du.	Go.	Y	Go	18x8	W	W	C.	W	C.	Blondin.....Mallard
2-P & W.....Wasp	1100	2100	2100	In	3	Ecl.	Y.	Y.	Ha.	A.	W-A	N.	W-A	16x7-4	Du-T	Du-T	Du.	Du-T	Du.	Boeing.....247
1-Szekely.....45	1750	1750	P-S.	1	1	Y.	Y.	Y.	FL	W	W-A	N.	W-A	16x7-4	W	W	F.	S.	F.	Burdette.....S-38
1-Martin.....6-500	170	2000	2000		2	Y.	Y.	Y.	Opt.	N	Own	N	Own	30x5	Du-C	Du-C	Du.	Du-C	Du.	Cairns.....AM
1-Wright.....R-540	170	2000	2000		2	Y.	Y.	Y.	Opt.	N	Own	N	Own	30x5	Du-C	Du-C	Du.	Du-C	Du.	Cairns.....AW
1-Lambert.....R-266	90	2375	2375	H-C	2	Own	Y.	Y.	Sup	W	Ben	N	Ben	26x5	W	W	F.	S.	F.	Cavalier.....E
1-Wright.....A-975	300	2000	2000	H-C	2	No.	Y.	Y.	Ha.	S.	Ben.	N	Ben.	32x6	W	W	F.	S.	F.	Chamberlin.....C-81
1-Wright.....A-979	300	2000	2000	H-C	2	No.	Y.	Y.	Ha.	S.	Ben.	N	Ben.	32x6	W	W	F.	S.	F.	Chamberlin.....C-82
1-Kinner.....B-5	125	1925	1925	P-S.	1	O.	Y.	Y.	Har	W	A-F	N	A-F	6.50x10	Du-C	L-W	F.	S.	F.	Consolidated.....Fleet 10
1-Kinner.....K-5	100	1810	1810	P-S.	1	O.	Y.	Y.	C	A	A-F	N	A-F	6.50x10	Du-C	L-W	F.	S.	F.	Consolidated.....Fleet 5
1-Kinner.....C-5	210	1900	1900	Ecl. E-M	1	O.	Y.	Y.	Ha.	A.	Ben	N	Ben	30x5	Du-C	L-W	F.	S.	F.	Consolidated.....21A
1-P & W.....Wasp Jr.	300	2000	2000	Ecl. E-M	1	Own	Y.	Y.	Ha.	A.	A-P	N	A-P	9.50x12	Du-C	L-W	F.	S.	F.	Consolidated.....21C
1-P & W®	600	2000	2000	Ecl. E-M	2	Own	Y.	Y.	Ha.	A.	Go	N	Go	30x13-6	L-W	L-W	L-W	Du.	Du.	Consolidated.....Fleetster 17A
1-Wright®	600	2000	2000	Ecl. E-M	3	Own	Y.	Y.	PSB	S	Go	N	Go	30x13-6	L-W	L-W	L-W	Du.	Du.	Consolidated.....Fleetster 20A
2-Wright®	1350	2000	1250	Ecl. E-M	2	Y.	Y.	Y.	Ha.	A.	A-P	N	A-P	6.50x10	Du-C	Du-B	F.	S.	F.	Consolidated.....Super-Comm.
1-Wright.....Whirl'd R-540	165	2000	2000	Ecl. E-M	1	Y.	Y.	Y.	Ha.	C.	A-P	N	A-P	6.50x10	W	W	F.	S.	F.	Curtiss-Wright.....16E
1-Wright.....Whirl'd R760E	240	2000	2000	Ecl. E-M	2	Y.	Y.	Y.	Ha.	C.	W-A	N	W-A	8.50x10	W	W	F.	S.	F.	Curtiss-Wright.....A-14-D
1-Wright.....Whirl'd R975E	300	2000	2000	Ecl. E-M	2	Y.	Y.	Y.	Ha.	C.	A-P	N	A-P	8.50x10	W	W	F.	S.	F.	Curtiss-Wright.....B-14-B
2-Wright.....Whirl'd R975E	600	2000	2000	Ecl. E-M	2	Own	Y.	Y.	Ha.	C.	A-P	N	Go	36x8	Du-C	S.	F.	S.	F.	Curtiss-Wright.....D-3
1-Szekely.....SR-3-0	45	1825	1825	P-S.	1	Y.	Y.	Y.	FL	W	None.	N	Go	16x5	W	W	F.	S.	F.	Curtiss-Wright.....CW-1
1-Wright.....Gipey	90	2100	2100	P-S.	1	Y.	Y.	Y.	Opt.	W	A-P	N	A-P	6.50x10	W	W	F.	S.	F.	Curtiss-Wright.....12-Q
1-Warner.....Scarab	110	1950	1950	Ecl. E-M	1	Y.	Y.	Y.	Var	W	A-P	N	A-P	6.50x10	W	W	F.	S.	F.	Curtiss-Wright.....12-W
1-Warner.....Scarab	110	1950	1950	Ecl. E-M	1	Y.	Y.	Y.	Var	W	A-P	N	A-P	6.50x10	W	W	F.	S.	F.	Curtiss-Wright.....16-W
1-Kinner.....B-5	125	2000	2000	Ecl. E-M	1	Y.	Y.	Y.	Var	W	A-P	N	A-P	6.50x10	W	W	F.	S.	F.	Curtiss-Wright.....16-K
1-Wright.....Whirl'd R975E	300	2000	2000	Ecl. E-M	2	Tr.	Y.	Y.	Ha.	C.	A-P	N	Ben.	32x6	W	W	F.	S.	F.	Curtiss-Wright.....6-B
1-Curtiss.....Chall R600	185	2000	2000	Ecl. E-M	2	Tr.	Y.	Y.	Ha.	C.	A-P	N	A-P	8.50x10	W	W	F.	S.	F.	Curtiss-Wright.....15-C
1-Kinner.....C-5	210	2000	2000	Ecl. E-M	2	Tr.	Y.	Y.	Ha.	C.	A-P	N	A-P	8.50x10	W	W	F.	S.	F.	Curtiss-Wright.....15-N
1-Wright.....Whirl'd R760E	240	2000	2000	Ecl. E-M	2	Tr.	Y.	Y.	Ha.	C.	A-P	N	A-P	8.50x10	W	W	F.	S.	F.	Curtiss-Wright.....15-D
1-LeBlond.....65	65	1975	1975	P-S.	1	Y.	Y.	Y.	FL	W	None.	N	A-P	6.50x10	Du-C	L-W	F.	S.	F.	Davis.....D-1
1-LeBlond.....85	85	2175	2175	P-S.	1	Y.	Y.	Y.	FL	W	None.	N	A-P	6.50x10	Du-C	L-W	F.	S.	F.	Davis.....D1-85
1-Kinner.....K-5	100	1975	1975	P-S.	2	Y.	Y.	Y.	FL	W	A-P	N	A-P	6.50x10	Du-C	L-W	F.	S.	F.	Davis.....D1-K
1-Warner.....Scarab	110	2100	2100	P-S.	2	Y.	Y.	Y.	FL	W	A-P	N	A-P	6.50x10	Du-C	L-W	F.	S.	F.	Davis.....D1-W
1-Wright.....Cyclone	575	1900	1900	Ecl. E-M	3	Y.	Y.	Y.	Ha.	S.	Ben.	N	Ben.	32x6	W	W	F.	S.	F.	Douglas.....O-38S

PLANE, MAKE AND MODEL		GENERAL															PERFORMANCE									
		Approved Type Certificate Number	Type			Price \$	Total Seating Capacity	Cu. Ft. Cargo Compartment Exclusive of Seating Capacity	Overall Dimensions			Wings			Weights					Cruising Speed at 3000 Ft. (Full Load)	Landing Speed (Full Load)	Fuel Consumption at Cruising Speed With Full Load				
			Monoplane or Biplane	Land or Water	Open or Closed				Specially Designed or Equipped for	Length (Ft. Ins.)	Height (Ft. Ins.)	Width (Ft. Ins.)	Folding (F) Denominable (D) Rigid (R)	Area Main Wings (Sq. Ft.)	Empty (Lbs.)	Fully Loaded (Lbs.)	Per Total H.P. (Lbs.) Full Load	Actual Pay Load (Lbs.)	Pay Load per Total H.P. (Lbs.)			Full Throttle Speed at Sea Level With Full Load M.P.H.	Gas (Gallons per Hr.)	Oil (Gallons per Hr.)		
Kellett..... Autogiro K-2	437	L.....	L.....	Opt.	P.....	2	2		19-6	12-6	41-0				1551	2200	13.33	279	1.68	92	75	0	11.0			
Kellett..... Autogiro K-3	471	L.....	L.....	Opt.	G-U.....	3	3 1/2		19-6	12-6	40-6	R.....		233	1647	2300	10.95	285	1.35	110	93	0	14.0			
Kitty Hawk..... B-8	392	L.....	L.....			3	3 1/2		22-11	8-8	28-4				1164	1950	15.60	383	3.06	110	90	42	7.0	.04		
Laird Whirlwind..... LC-B200	86	B.....	L.....	O.....	C-T.....	3	40		23-9	9-3				295	1800	2850	12.95	390	1.77	135	110	45				
Laird Whirlwind..... LC-B300	353	B.....	L.....	O.....	MA.....	3	40		23-9	9-3				295	1930	3020	10.06	390	1.30	150	120	45				
Laird Speedwing..... LC-R200	152	B.....	L.....	O.....	Sp.....	3	38		22-9	9-3				202	1848	2914	13.24	390	1.77	150	120	55				
Laird Speedwing..... LC-R300	176	B.....	L.....	O.....	Sp.....	3	38		22-9	9-0				202	1922	3010	10.03	390	1.30	175	135	55				
Laird Speed'g Sr. LC-RW450	2-346	B.....	L.....	O.....	MA.....	2	38		22-8	9-6				216	2120	3200	7.52	220	.51	190	150	60				
Laird Sp'g Del. LC-RW300	377	B.....	L.....	O.....	Sp.....	3	38		22-7	9-0				202	1922	3010	10.03	390	1.30	190	150	58				
Liberty.....		M.....	L.....	O.....	C-T.....				20-6	6-6	35-0	R.....		165	600	965	21.44	200	4.44	90	75	30	3.0	.50		
Lincoln..... PT	181	B.....	L.....	O.....	C-T.....				26-2		32-3	R.....			1428	1968	21.86	170	1.80	110	88	40	8.0	.25		
Lincoln..... PTK	279	B.....	L.....	O.....	C-T.....				25-7		32-3	R.....			1176	1767	17.67	170	1.70	110	95		6.0	.12		
Lincoln..... PTW	284	B.....	L.....	O.....	C-T.....				25-3		32-3	R.....			1203	1794	16.30	170	1.60	110	95		6.0	.12		
Lincoln..... PTT	344	B.....	L.....	O.....	C-T.....				26-2		32-3	R.....			1428	1968	21.86	170	1.80	105	90		6.0	.12		
Lincoln..... AP	372	M.....	L.....	C.....	P.....		18		26-0	8-3	37-0	R.....		206	1352	2180	17.44	412	3.37	128	103	48	7.0	.12		
Lincoln..... AP	373	M.....	L.....	C.....	P.....		18		26-0	8-3	37-0	R.....		206	1320	2148	21.48	412	3.37	112	97	48	8.0	.12		
Lockheed..... Vega 5C	384	M.....	L.....	C.....	Tr.....		21		27-6	9-0	41-0	R.....		279	2565	4750	10.55	1276	2.80	185	155	60	25.0	.50		
Lockheed..... Altair 8D	2-493	M.....	L.....	O.....	Sp.....		25		27-10	9-3	42-9	R.....		294	3297	5200	11.55	482	1.10	220	180	63	25.0	.50		
Lockheed..... Orion 9	421	M.....	L.....	C.....	Tr.....		18		27-10	9-8	42-9	R.....		294	3325	5400	12.00	1172	2.60	220	180	65	25.0	.50		
Lockheed..... Orion 9B	462	M.....	L.....	C.....	Tr.....		32		28-1	9-8	42-9	R.....		294	3570	5400	9.39	1054	2.40	226	190	65	33.0	1.00		
Martin.....	122	USN.....	B.....	W.....	C.....	MI.....	5		49-0	16-9	72-9	D.....		1189	9858	16877	14.85			126	61	49.0				
Martin.....	125	USN.....	B.....	L.....	O.....	MI.....	2		28-5	12-0	41-0	D.....		417	3432	5869	10.20			134	61	30.0				
Martin.....	134	USN.....	M.....	W.....	C.....	MI.....	5		61-11	16-8	100-0	D.....		1115	9850	15033	13.07			116	60	45.0				
Mercury..... Chic T-2	235	M.....	L.....	O.....	C-T.....		2		23-0	8-7	35-8	D.....		192	1014	1600	17.77	218	2.40	115	90	42	7.0			
Meteor..... P-2	488	M.....	L.....	O.....	C-T.....		2		24-1 1/2	7-10	32-0	R.....		163	1089	1650	16.50	208	2.08	126	105	40	7.0			
Meteor..... P-2S	482	M.....	L.....	O.....	C-T.....		2		24-1 1/2	7-10	32-0	R.....		163	1147	1750	17.50	240	2.40	126	105	40	7.0			
Monocoupe.....	90	M.....	L.....	C.....			4 1/2		20-10	6-9	32-0	R.....		132	902	1521	16.89	262	2.91	115	100	47	5.7			
Monocoupe..... 90J	355	M.....	L.....	C.....			4 1/2		20-11	6-9	32-0	R.....		132	902	1511	16.78	240	2.67	115	100	47	5.7			
Monocoupe..... 110	327	M.....	L.....	C.....			4 1/2		20-4	6-9	32-0	R.....		132	1000	1620	14.72	244	2.22	133	112	50	7.5			
Monocoupe..... 125	359	M.....	L.....	C.....			4 1/2		20-8	6-9	32-0	R.....		132	1007	1590	11.92	199	1.59	133	112	50	8.0			
Monocoupe..... 70V	492	M.....	L.....	C.....			4 1/2		20-10	6-9	32-0	R.....		132	948	1515	23.37	210	3.23	105	90	47	5.0			
Nicholas-Beazley..... NB-8-G	452	L.....	L.....	O.....	C-T.....		3		20-3	7-9	36-0	F.....		185	717	1210	15.12	182	2.27	110	92	38	4.5	.25		
Pittairn..... Autogiro PA-18	478	M.....	A.....	O.....	C-T.....		2		28-6	11-5	28-6	R.....		198	1354	1910	11.31	180	1.12	100	85	0	9.0	.12		
Privateer..... P-2	Pending	M.....	A.....	C.....	C-T.....		25		28-0	8-4	38-0	D.....		198	1350	1950	17.72	200	1.65	90	75	41	9.5	.15		
Privateer..... P-3B	153	B.....	A.....	C.....	Tr.....		60		30-4	12-0	42-6	D.....		224	2233	3200	15.23	385	1.84	115	90	58	12.5	.12		
Privateer..... N2-B	248	B.....	A.....	C.....	Tr.....		60		31-0	12-2 1/2	40-0	D.....		376	2960	4400	14.66	580	2.20	112	80	46	15.0	.70		
Privateer..... N2-C	248	B.....	A.....	C.....	Tr.....		60		31-0	12-2 1/2	40-0	D.....		376	3240	4900	11.66	900	2.10	120	95	48	20.0	1.00		
R-C..... Courier 120		M.....	L.....	C.....	C-T.....		2		24-4	7-3	36-8	R.....		207	1216	1596	13.33	210	1.75	125	105	37	7.0	.04		
R-C..... Courier 95		M.....	L.....	C.....	C-T.....		2		24-4	7-3	36-8	R.....		207	1201	1581	16.52	210	2.31	110	95	37	6.0	.04		
R-C..... Meteor		M.....	L.....	C.....	MI.....		1		17-10	6-5	26-0	R.....		85	915	1115	7.68	30	.20	195	145	60	8.0	.04		
R-C..... Shooting Star		M.....	L.....	C.....	MI.....		1		25-0	9-6	35-0	D.....		150	1495	2380	12.86	355	1.92	137	115	35				
Rearwin Ken Royce. 2000-C	232	B.....	L.....	O.....			3		25-0	9-6	35-0	D.....		300	1447	2359	14.29	370	2.24	131	110	35				
Rearwin Ken Royce. 2000-CC	314	B.....	L.....	O.....			3		21-9	7-3	36-0	D.....		179	583	1040	23.11	185	4.11							
Rearwin Junior..... 3000	434	M.....	L.....	O.....			2		21-9	7-3	36-0	D.....		179	595	1040	23.11	173	3.85							
Rearwin Junior..... 3000	434	M.....	L.....	O.....			2		22-4	7-3	36-0	D.....		179	605	1100	22.00	185	3.70							
Rearwin Junior..... 3100	481	M.....	L.....	O.....			2		22-4	7-3	36-0	D.....		179	617	1100	22.00	173	3.46							
Rearwin Junior..... 3100	481	M.....	L.....	O.....			2		22-4	7-3	36-0	D.....		179	605	1100	22.00	170	3.60							
Rearwin Junior..... 4000	469	M.....	L.....	O.....			2		22-4	7-3	36-0	D.....		179	617	1100	22.00	180	3.40							
Rearwin Junior..... 4000	469	M.....	L.....	O.....			2		22-4	7-3	36-0	D.....		179	617	1100	22.00	170	3.40							
Scout..... Trainer		M.....	L.....	O.....	C-T.....		3		29-0	7-6	38-0	R.....		256	1600	3000		800								
Scout..... Jr.		M.....	L.....	C.....			27		29-0	8-6	38-0	R.....		256	1750	3000		800								
Scout..... Sr.		M.....	L.....	C.....			38		35-6	9-6	48-0	R.....		480	4440	7840		3200								
Scout..... Speed Scout		M.....	L.....	C.....			38		29-0	8-6	38-0	R.....		275	2900	4500		1000								
Sikorsky..... S-38-B	126	A.....	C.....	Tr.....	P.O.A.....		12		40-3	13-10	71-8	R.....		720	6500	10480	12.47	Var.	Var.		125	110	55			
Sikorsky..... S-39-B	375	A.....	C.....	Tr.....	P.O.A.....		33		31-11	11-8	52-0	R.....		350	2678	4000	13.33	Var.	Var.		120	100	54			
Sikorsky..... S-40	454	A.....	C.....	Tr.....	P.O.A.....		42		49-2	23-10	114-0	R.....		1875	21500	34000	14.78	Var.	Var.							

AIRPLANES—Continued

ENGINE					EQUIPMENT										MATERIAL						PLANE, MAKE AND MODEL	
Engine Make, Model and Number Fitted	Total H.P.	Engine R.P.M.	Propeller R.P.M.	Method of Starting and Starter Make	Number Fuel Tanks	Cabin Heater Make	Exhaust Manifolds Provided?	Dual Control Provided?	Propeller		Brakes		Wheels		Wings			Fuselage				
									Make	Material	Make	Fitted to Tail Wheel?	Make	Size	Ribs	Spars	Covering	Structure	Covering			
1-Continental..... A-70	165	2000	2000	C-A	2		Y	Y	C	Du.	A-F	N	A-F	6.50x10	W	S	F	S	F	Kellett..... Autogiro K-2		
1-Kinner..... E-5	210	1900	1900	C-A	2		Y	Y	Ha	Du.	A-F	N	A-F	7.50x10	W	S	F	S	F	Kellett..... Autogiro K-3		
1-Kinner..... B-5	125	1800	1800	H-C	1		Y	Y	Har	W	W-A	N	W-A	6.50x10	W	W	F	S	F	Kitty Hawk..... B-8		
1-Wright..... J-5	220		In		2		Y	Y	Ha	A	Ben.	N	Ben.	30x5	L-W	W	F	Du-T	F	Laird Whirlwind..... LC-B200		
1-Wright..... J-6	300		In		2		Y	Y	Ha	A	Ben.	N	Ben.	30x5	L-W	W	F	Du-T	F	Laird Whirlwind..... LC-B300		
1-Wright..... J-5	220		In		2		Y	Y	Ha	A	Ben.	N	Ben.	30x5	L-W	W	F	Du-T	F	Laird Speedwing..... LC-R200		
1-Wright..... J-6	300		In		2		Y	Y	Ha	A	Ben.	N	Ben.	30x5	L-W	W	F	Du-T	F	Laird Speedwing..... LC-R300		
1-P & W..... Wasp	425		In		3		Y	Y	Ha	A	Ben.	N	Ben.	30x5	L-W	W	F	Du-T	F	Laird Speed'g Sr. LC-RW450		
1-P & W..... Wasp Jr.	300		In		2		Y	Y	Ha	A	Ben.	N	Ben.	30x5	L-W	W	F	Du-T	F	Laird Sp'g Del..... LC-RW300		
1-Saekely.....	45	1700	1700	P-S	1		Y	Y	Har	W		N	Go	16x7	Du-C	W	F	S	F	Liberty.....		
1-Curtiss..... OX5	90	1400	1400	P-S	1	No	N	Y							W	W	F	S	F	Lincoln..... FT		
1-Kinner.....	100	1700	1700	P-S	1	No	N	Y							W	W	F	S	F	Lincoln..... PTK		
1-Warner.....	110	1750	1750	P-S	1	No	N	Y							W	W	F	S	F	Lincoln..... FTW		
1-Light Tiger.....	90	1550	1550	P-S	1	No	N	Y							W	W	F	S	F	Lincoln..... PTT		
1-Kinner..... B-5	125	1900	1900	P-S	2	No	N	Y	Ha°	W°	W-A	N			W	W	F	S	F	Lincoln..... AP		
1-Kinner..... K-5	100	1810	1810	P-S	2	No	N	Y	Fah°	W°	W-A	N			W	W	F	S	F	Lincoln..... AP		
1-P & W..... Wasp SC-1	450	2100	2100	Ecl. E-M.in	2	Own	Y	N	Ha	A	A-P	N	A-P	9.50x12	L-W	L-W	L-W	L-W	L-W	Lockhead..... Vega 5C		
1-P & W..... Wasp SC-1	450	2100	2100	Ecl. E-M.in	5	No	Y	N	Ha	A	A-P	N	A-P	9.50x12	L-W	L-W	L-W	L-W	L-W	Lockhead..... Altair 8D		
1-P & W..... Wasp SC-1	450	2100	2100	Ecl. E-M.in	5	Own	Y	N	Ha	A	A-F	N	A-F	9.50x12	L-W	L-W	L-W	L-W	L-W	Lockhead..... Orion 9		
1-Wright..... Cyc. R1820E	575	1900	1900	Ecl. E-M.in	5	Own	Y	N	Ha	A	A-F	N	A-F	9.50x12	L-W	L-W	L-W	L-W	L-W	Lockhead..... Orion 9B		
2-Wright..... Cyclone	1150	1950	1225	E-M	4		Y	Y	Ha	A		N	Ben.	32x6	Du-T	Du.	F	Du.	Du.	Martin..... 122		
1-P & W..... Hornet	575	1950	1950	E-M	3		Y	Y	Ha	A	Ben.	N	Ben.	32x6	Du-T	Du.	F	Du.	Du.	Martin..... 125		
2-P & W..... Hornet	1150	1950	1950	E-M	3		Y	Y	Ha	A		N			Du-T	Du.	F	Du.	Du.	Martin..... 134		
1-LeBlond.....	90	1950	1950	P-S	1		N	Y	Har	W	None		Go	28x4	S	S	F	S	F	Mercury..... Chic T-2		
1-Kinner..... K-5	100	1810	1810	P-S	1	No	N	Y	Sto	W	None		Go	20x9	W	W	F	S	F	Meteor..... P-2		
1-Kinner..... K-5	100	1810	1810	P-S	1	No	N	Y	Sto	W	None		Go	20x9	W	W	F	S	F	Meteor..... P-2S		
1-Lambert..... R-266	90	2375	2375	P-S	2	Own	Y	Y	Fah	W	A-P	N	A-P	6.50x10	W	W	F	S	F	Monocoupe..... 90		
1-Warner..... Jr.	90	2025	2025	P-S	2	Own	Y	Y	Fah	W	A-P	N	A-P	6.50x10	W	W	F	S	F	Monocoupe..... 90J		
1-Warner..... Scarab	110	1850	1850	P-S	2	Own	Y	Y	Std	Du.	A-P	N	A-P	6.50x10	W	W	F	S	F	Monocoupe..... 110		
1-Kinner..... B-5	125	2050	2050	P-S	2	Own	Y	Y	Std	Du.	A-P	N	A-P	6.50x10	W	W	F	S	F	Monocoupe..... 125		
1-Velle..... M-5	65	1900	1900	P-S	2	Own	Y	Y	Fah	W	A-P	N	A-P	6.50x10	W	W	F	S	F	Monocoupe..... 70V		
1-Genet.....	80	2310	2310	P-S	1		Y	Y	Fah°	W	None		Go	16x7	W	W	F	S	F	Nicholas-Beasley..... NB-B-G		
1-Kinner..... R-5	190	1975	1975	C-A-Hey	2		Y	Y	Ha	S	A-P	N	A-P	6.50x10	W	W	F	S	F	Pittman..... Autogiro PA-18		
1-Warner..... Scarab	110	1850	1850	C-A-Hey	1		Y	Y	Am-P	W	Opt.	N	A-P	6.50x10	P-S	W	F	W	Du.	Privateer..... P-2		
1-Continental..... A-70-2	210	2000	2000	C-A-Hey	2		Y	Y	Std	S	A-F	N	A-F	8.50x10	S-S	W	F	S	F	Privateer..... P-3B		
1-Wright..... J-6-9	300	2000	2000	Ecl. E-M.in	2		No	Y	Std	S	A-P°	N	Ben.	32x6	Du	W	F	S	Du.	Privateer..... N2-B		
1-P & W..... Wasp	420	2100	2100	Ecl. E-M.in	2		No	Y	Std	S	A-P°	N	A-P°	32x6	Du	W	F	S	Du.	Privateer..... N2-C		
1-Martin..... 333	120		In		2	Own	Y	Y	Ha	S	A-F	N	A-F	6.50x10	W	W	F	S	F	R-C..... Courier 120		
1-Cirrus..... Hi Drive	95	1900	1900	P-S	2	Own	Y	Y	Sup	W	A-F	N	A-F	6.50x10	W	W	F	S	F	R-C..... Courier 95		
1-Warner.....	145			P-S	2	Own	Y	N	Ha	S	A-P	N	A-P	16x3	W	W	L-W	S	F	R-C..... Meteor		
1-Optional.....				P-S	2	Own	Y	N	Ha°	S	A-F	N	A-F	6.50x10	W	W	L-W	S	F	R-C..... Shooting Star		
1-Curtiss..... Challenger	185	2000	2000	Opt.	2		Y	Y	Std	S	Ben.	N	Ben°	28x4	W	W	F	S	F	Rearwin Ken Royce. 2000-C		
1-Continental.....	165	2000	2000	Opt.	2		Y	Y	Std	S	Ben.	N	Ben.	28x4	W	W	F	S	F	Rearwin Ken Royce. 2000CC		
1-Saekely..... SR-3-0	45	1750	1750		1		Y	Y	FL	W			Sh.	7.00x4	W	W	F	S	F	Rearwin Junior..... 3000		
1-Saekely..... SR-3-0	45	1750	1750		1		Y	Y	FL	W			Sh.	7.00x4	W	W	F	S	F	Rearwin Junior..... 3000		
1-Saekely..... SR-50	50	1950	1950		1		Y	Y	FL	W			Go.	7.00x3	W	W	F	S	F	Rearwin Junior..... 3100		
1-Saekely..... SR-50	50	1950	1950		1		Y	Y	FL	W			Go.	7.00x3	W	W	F	S	F	Rearwin Junior..... 3100		
1-Aeromarine..... AR-3	50	2125	2125		1		Y	Y	Aero	W			Sh.	7.00x4	W	W	F	S	F	Rearwin Junior..... 4000		
1-Aeromarine..... AR-3	50	2125	2125		1		Y	Y	Aero	W			Sh.	7.00x4	W	W	F	S	F	Rearwin Junior..... 4000		
1-Optional.....			E-M		3		Y	Y	Own	W	Std	N			W	W	W	W	W	Scouti..... Trainer		
1-Optional.....			E-M		3	Own	Y	Y	Own	W	Std	N			W	W	W	W	W	Scouti..... Jr.		
1-Optional.....			E-M		3	Own	Y	Y	Own	W	Std	N			W	W	W	W	W	Scouti..... Sr.		
1-Optional.....			E-M		3	Own	Y	Y	Own	W	Go	N			W	W	W	W	W	Scouti..... Speed Scout		
2-P & W..... Wasp	840	2000	2000	Ecl. In	4	No	Y	Y	Ha	Du.	Own	N	A-W-R.	36x8	Du-C	Du-C	F	Du-C	Du	Sikorsky..... S-32-B		
1-P & W..... Wasp Jr.	300	2000	2000	CA-Hey°	2	No	Y	Y	Ha	Du.	Own	N	Go	26x11	Du-C	Du-C	F	Du-C	Du	Sikorsky..... S-39-B		
4-P & W..... Hornet	2300	1950	1950	Ecl. In	6	No	Y	Y	Ha	Du.	Own	N	Opt.	58x4	Du-C	Du-C	F	Du-C	Du	Sikorsky..... S-40		
2-P & W..... Hornet	1150	1950	1950	Ecl. In	6	No	Y	Y	Ha	Du.	Own	N	A-W-R.	36x8	Du-C	Du-C	F	Du-C	Du	Sikorsky..... S-41B		
1-Rover.....	75	1975	1975	H-M	1		Y	Y	Har	W	A-F	N	A-F	6.50x10	Al	W	F	S	F	Sikorsky..... S-41B		
1-P & W..... Wasp	420	2000	2000	Ecl. E-M.in	2		Y	Y	Ha	A	Ben.	N	Ben.	36x8	Du-T	Du-C	Du.	Du-C	Du	Solar..... M-S-2		
1-Lycoming.....	215	2000	2000	E-M	2	Own	Y	Y	Ha	A	A-F	N	A-F	8.50x10	P-S	W	F	S	F	Stinson..... R		
1-Lycoming.....	240	2000	2000	E-M	2	Own	Y	Y	Ha	A	A-F	N	A-F	8.50x10	P-S	W	F	S	F	Stinson..... R-2		
1-Lycoming.....	240	2000	2000	E-M	2	Own	Y	Y	Ha	A	A-F	N	A-F	8.50x10	P-S	W	F	S	F	Stinson..... R-3		
3-Lycoming.....	720	2000	2000	E-M	2	Own	Y	Y	Ha	A	A-F	N	A-F	35x15x6	Du-T	S	F	S	F	Stinson..... U		
1-Warner..... Scarab	110	1850	1850	Ecl. E-M	2	Own	Y	Y	Ha	S.A	Var	N	Var	7.50x10	W	L-W	F	S	F	Swanson..... W-15		
1-Menasco..... Pirate C-4	125	2100	2100	Ecl. E-M	2	Own	Y	Y	Ha	S.A	Var	N	Var	7.50x10	W	L-W	F	S	F	Swanson..... M-15		
1-Continental..... A-40	37	2550	2550	P-S	1		Y	FL	W	None			Sh.	7.00x4	Du.	W	F	S	F	Taylor..... Cub E-2		
1-Wright..... J-6-7	240	1800	1800	In	1		Y	Y	Har	W		N	Ben.	32x6	W	W	F	W	W	Viking Flying Boat..... V-2		
1-P & W..... Hornet C	600	2000	2000	Ecl. In	2	No	N	Y	S.A	Ben.	N		Ben.	32x6	Du°	Du°						

Praet & Whitney	Wasp Jr. A	39	Rad.	Air.	9 15x5.5%	985.0	5.00 121.0	8	1	1	1	1	1	1	300-2000	2000 D.	.550*	.035*	576	1.90 1-Str.	O.	Scin.	Mag.	BG-2.	Ecl.	E-M. 41
Praet & Whitney	Wasp Jr. B	80	Rad.	Air.	9 15x5.5%	985.0	6.00 146.0	8	1	1	1	1	1	1	400-2200	2200 D.	.600*	.035*	575	1.43 1-Str.	O.	Scin.	Mag.	BG-2.	Ecl.	E-M. 41
Praet & Whitney	Wasp Jr. C	14	Rad.	Air.	9 15x5.5%	985.0	6.00 137.0	8	1	1	1	1	1	1	375-2200	2200 D.	.600*	.035*	575	1.53 1-Str.	O.	Scin.	Mag.	BG-2.	Ecl.	E-M. 41
Praet & Whitney	Wasp C-1	14	Rad.	Air.	9 15x5.5%	1344.0	5.25 123.5	8	1	1	1	1	1	1	420-2100	2100 D.	.550*	.035*	725	1.72 1-Str.	O.	Scin.	Mag.	BG-2.	Ecl.	E-M. 42
Praet & Whitney	Wasp CIG	56	Rad.	Air.	9 15x5.5%	1344.0	5.25 123.5	8	1	1	1	1	1	1	420-2100	2100 D.	.600*	.035*	730	1.62 1-Str.	O.	Scin.	Mag.	BG-2.	Ecl.	E-M. 42
Praet & Whitney	Wasp SDI	76	Rad.	Air.	9 15x5.5%	1344.0	5.25 119.0	8	1	1	1	1	1	1	420-2050	2050 G.	.600*	.035*	800	1.88 1-Str.	O.	Scin.	Mag.	BG-2.	Ecl.	E-M. 42
Praet & Whitney	Wasp TIDI	76	Rad.	Air.	9 15x5.5%	1344.0	6.00 134.0	8	1	1	1	1	1	1	500-2100	2100 G.	.600*	.035*	745	1.49 1-Str.	O.	Scin.	Mag.	BG-2.	Ecl.	E-M. 42
Praet & Whitney	Hornet B-1	28	Rad.	Air.	9 15x5.5%	1344.0	6.00 140.0	8	1	1	1	1	1	1	525-2200	2200 G.	.550*	.035*	745	1.42 1-Str.	O.	Scin.	Mag.	BG-2.	Ecl.	E-M. 42
Praet & Whitney	Hornet SIB1	28	Rad.	Air.	9 15x5.5%	1860.0	5.00 125.0	8	1	1	1	1	1	1	575-1850	1950 D.	.600*	.035*	850	1.48 1-Str.	O.	Scin.	Mag.	BG-2.	Ecl.	E-M. 42
Praet & Whitney	Hornet T3B1	28	Rad.	Air.	9 15x5.5%	1860.0	6.00 125.0	8	1	1	1	1	1	1	575-1850	1950 D.	.600*	.035*	855	1.49 1-Str.	O.	Scin.	Mag.	BG-2.	Ecl.	E-M. 42
Praet & Whitney	Hornet SIBG	28	Rad.	Air.	9 15x5.5%	1860.0	6.00 136.0	8	1	1	1	1	1	1	625-1950	1950 D.	.600*	.035*	855	1.30 1-Str.	O.	Scin.	Mag.	BG-2.	Ecl.	E-M. 42
Praet & Whitney	Hornet SIBG	28	Rad.	Air.	9 15x5.5%	1860.0	5.00 125.0	8	1	1	1	1	1	1	575-1950	1950 G.	.600*	.035*	965	1.67 1-Str.	O.	Scin.	Mag.	BG-2.	Ecl.	E-M. 50
Praet & Whitney	Hornet SIBG	28	Rad.	Air.	9 15x5.5%	1860.0	6.00 123.0	8	1	1	1	1	1	1	575-2000	2000 G.	.600*	.035*	965	1.67 1-Str.	O.	Scin.	Mag.	BG-2.	Ecl.	E-M. 50
Praet & Whitney	Hornet SIBG	28	Rad.	Air.	9 15x5.5%	1860.0	6.00 123.0	8	1	1	1	1	1	1	575-2000	2000 G.	.600*	.035*	965	1.68 1-Str.	O.	Scin.	Mag.	BG-2.	Ecl.	E-M. 50
Praet & Whitney	Hornet C	83	Rad.	Air.	9 15x5.5%	1860.0	6.00 140.0	8	1	1	1	1	1	1	600-2000	2000 D.	.600*	.035*	840	1.40 1-Str.	O.	Scin.	Mag.	BG-2.	Ecl.	E-M. 45
Revers	L-267	37	Iv-L	Air.	4 4 1/2 x 5	287.2	5.10 112.5	4	1	1	1	1	1	1	75-1975	86-2200 1975 D.	.550	.018	5.5	3.00 1-Str.	N.	Scin.	Mag.	Var-2	P.S.	42 1/2
Scranton's	O	70	Pig.	Rad.	5 4 1/2 x 5 1/2	487.3	5.20 132.6	8	2	1	1	1	1	1	155-1900	1900	.550*	.015*	350	1-Str.	N.	Scin.	Mag.	BG-2.	P.S.	41 1/2
Saskely	V-502	73	V-90.	Air.	8 3 7/8 x 5	470.0	5.30 118.0	4	2	2	2	2	2	2	115-1650	125-1850 1650 D.	.520	.008	7.4	3.46 1-Zen.	N.	Scin.	Mag.	Cha-2	P.S.	

Census of Numbered Motor Boats*

PORT	1930	1931	1932	PORT	1930	1931	1932	PORT	1930	1931	1932
Baltimore, Md.	15,123	15,588	15,888	Los Angeles, Cal.	3,584	3,674	3,878	Portland, Me.	13,187	13,374	13,664
Boston, Mass.	13,119	13,346	13,402	Louisville, Ky.	2,299	2,290	2,275	Portland, Or.	7,163	7,622	7,907
Brighton, Conn.	6,921	6,401	6,486	Memphis, Tenn.	4,164	4,240	4,589	Providence, R. I.	3,128	3,040	3,058
Buffalo, N. Y.	1,251	1,148	1,186	Milwaukee, Wis.	2,179	2,232	2,272	Rochester, N. Y.	3,448	3,558	3,695
Charleston, S. C.	1,190	1,233	1,272	Minneapolis, Minn.	614	748	759	St. Albans, Vt.	573	615	486
Chicago, Ill.	6,957	6,995	7,183	Mobile, Ala.	3,518	3,690	3,853	St. Louis, Mo.	6,870	7,171	7,400
Cleveland, Ohio.	5,412	5,422	5,527	New Orleans, La.	12,862	14,020	14,769	San Antonio, Tex.	674	819	928
Des Moines, Iowa.	2,978	3,051	3,127	New York, N. Y.	33,971	35,403	35,379	San Diego, Calif.	....	304	370
Detroit, Mich.	10,083	10,779	11,834	Norfolk, Va.	14,251	14,318	14,896	San Francisco, Calif.	5,572	5,729	5,656
Elkhart, Minn.	1,055	1,055	1,055	Ogdenburg, N. Y.	3,527	3,596	3,252	San Juan, Puerto Rico	216	226	238
Galveston, Tex.	2,371	2,611	3,791	Omaha, Neb.	341	362	368	Savannah, Ga.	1,368	1,396	1,399
Great Falls, Mont.	17	17	19	Pembina, N. Dakota	23	22	28	Seattle, Wash.	7,867	7,913	8,219
Honolulu, Hawaii.	894	894	938	Philadelphia, Pa.	14,975	15,685	15,820	Tampa, Fla.	21,204	22,250	23,240
Indianapolis, Ind.	1,459	1,557	1,652	Pittsburgh, Pa.	477	586	754	Wilmington, N. Carolina	7,901	8,184	7,785
Keokuk, Iowa.	2,676	3,826	3,947	Port Arthur, Tex.	1,392	1,511	1,610	Total	248,448	264,699	264,699

Bureau of Navigation, Department of Commerce.

Willys-Overland Creditors Organize as Receivers Plan for Resumption

Completion and Delivery of 569 Trucks for I.H.C.
Authorized—Partial Plant Operation Expected on
February 27—Obligations Reported at \$3,000,000

TOLEDO—More than 200 creditors of Willys-Overland meeting here Tuesday in all-day session selected a committee of nine to represent them before the court and to work with receivers.

C. S. McIntyre, Monroe Auto Equipment Co., which brought receivership action, was named chairman. Other members are O. M. Havekette, Carnegie Steel Co.; D. H. Kelly, Electric Auto-Lite; C. C. Gibson, Mullins Manufacturing Co., Salem, Ohio; L. C. Brooks, Kelsey-Hayes Wheel Co., Detroit; W. J. Bryan, Heintz Manufacturing Co., Philadelphia; W. J. Diettner, Bendix Corp.; T. M. Simpson, Motor and Equipment Manufacturing Co., Detroit; and H. H. Davidson, National Credit Co., Cleveland, secretary and treasurer.

Notices were sent to 800 creditors. Plans are under way for partial operation of plant Monday. Trucks probably first work.

On Monday of this week, the court authorized the receivers to complete and deliver 569 of the Model D-1 half-ton trucks for International Harvester Co., part of an order on hand for 4000 trucks and specified for delivery by March 1. The receivers estimated that the delivery of these trucks would bring in \$100,000 more than the cash required to complete the order. The court also authorized the sale of 291 Model 77 cars and, of this number, 259 are to be repurchased from Willys-Overland, Inc., a sales subsidiary. Final prices for these cars is subjected to the court's confirmation. Application was also made to end the contract with the sales subsidiary.

(Turn to page 266, please)

February Production Estimated at 115,000

January Output Rates Maintained in February

DETROIT—February production is likely to come within 10,000 of the 125,000 units estimated to have been built last month, so, in view of the smaller number of working days, January production rates have been well maintained this month.

At the end of this week, production was close to the 100,000 mark. With two working days still remaining in the month, a total of 115,000 seems possible. Much depends, naturally, on the rate of acceleration in Ford production during the last ten days of the month. In February a year ago, 122,985 vehicles were built.

February 25, 1933

A. C. F. Motors Head Gets Cabinet Job



William H. Woodin

President - Elect Roosevelt's announcement that he had appointed William H. Woodin to be Secretary of the Treasury, assures the automotive industry of at least one representative in the incoming cabinet. The representation will not be so direct, of course, as in the case of Mr. Chapin, as Mr. Woodin's experience has been primarily in the railway equipment field.

He is, however, president of the American Car & Foundry Motors Co., manufacturer of buses and trucks, and this company controls the Hall-Scott Motor Co. and Fageol Motors of Ohio. In addition, he is president of the J. G. Brill Co. which manufactures self-propelled rail cars among other things. The Brill company is controlled by the American Car & Foundry Co. of which Mr. Woodin is also president.

American Chain Loss

NEW YORK—The American Chain Co. reports a net loss of \$2,986,438 for the year ended Dec. 31, 1932, against a loss of \$2,183,457 in 1931.

NEW

Rough Beach Holds Blue Bird Down to 272 M.P.H.

Campbell Sets New Record for Mile and Kilometer

DAYTONA BEACH, FLA.—Sir Malcolm Campbell bumped his huge Blue Bird over a rough beach to a new world's record of 272.108 m.p.h. on Wednesday of this week, thereby breaking his own mark, set last year, of 253.968. He also slashed the world's record for the kilometer to 8.21 sec. average for the runs in two directions, equivalent to 272.463 m.p.h. And on top of that he raised his own five-kilometer record from 247.941 to 257.295 m.p.h.

In addition to a rough beach, Sir Malcolm had to cope with poor visibility, and, as a result, he said the car zigzagged all over the beach, even knocking down two of the course markers. His tachometer registered 3600 to 3700 r.p.m. during the runs, which he said corresponded to a speed of 330 m.p.h., which would indicate that the wheel slippage due to the rough beach amounted to 17 per cent. Tires were so badly damaged after the first run that a complete change was necessary.

After the Campbell runs, Chet Miller drove an Essex Terraplane eight over the measured mile at 85.836 m.p.h. which is in excess of the existing record for Class C, 183 to 305 cu. in. displacement.

L-O-F Betters 1931 Showing

Toledo-Libby-Owens-Ford Glass Co. reports a net loss of \$259,019, after depreciation, interest, provision for possible loss on claims against banks in liquidation, etc., for the year ended Dec. 31, 1932. The company's net loss in 1931 was \$1,098,195.

At the year end the company had \$3,929,266 in cash and marketable securities and total current assets of \$7,812,844. Current liabilities were \$879,127. Manufacturing profit in the year 1932 was \$3,155,299, against \$3,040,488 in 1931.

Automotive Industries

WS

R.F.C. Reported Ready to Loan Guardian and First National Banks \$135,000,000

Michigan Banks Expected to Reopen as Result of Reorganization Plan Which Has Backing of State's Industrial Leaders and Manufacturers

Motor Leaders Decline Senate Invitation

WASHINGTON, D. C.—Both Alfred P. Sloan, Jr., and Alvan Macauley, presidents respectively of General Motors and Packard, have sent declinations to the Senate Finance Committee which is hearing the views of prominent citizens on the problems of depression.

In his declination, Mr. Sloan said: "Speaking frankly, I find that my thinking on these and other questions is so entirely out of harmony with that of the leaders of Congress that I feel I would only be wasting the time of your committee were I to appear before you, hence I hope I may be excused." Mr. Sloan added, however, that there should be relief from governmental expenditures and urged "removal of the shackles from international commerce, the first step of which is a constructive solution of the problems of intergovernmental debts, which is hanging over international commerce and exerting a constant influence in depressing prices throughout the world."

Stating that the depression was caused by reckless extravagance in government and abuse of too generous credit, Mr. Macauley advised the committee that he had no pet theory for relief and "could not stand a cross-examination on any but the simplest depression theories."

DETROIT—Following failure of Detroit banks to reopen for business Thursday morning, Michigan industrial organizations have joined bankers of the First National and Guardian groups in the creation of two new banks to relieve the banking situation in the whole state.

Both the First National and Guardian will be reorganized into new banks with capitalizations of \$10,000,000 and \$3,500,000, respectively, pledged by business leaders. Under this arrangement, R.F.C. has agreed to loan First National \$100,000,000 and Guardian \$35,000,000, according to information received here. Unless there is a change in plan depositors in the old banks will receive a 50 per cent credit of their deposits in the new banks, immediately available in cash. For the remaining 50 per cent paper will be issued, but for the time being this will be considered as frozen assets. The reorganization doesn't permit stockholders to evade assessment liability.

Details as to operation are not available yet, but this action will permit opening all banks throughout the state by release of reserve deposits in Detroit banks.

The governor's proclamation ending the holiday, issued on Tuesday, provided that reserve accounts could be withdrawn in full by depositing banks. When the holiday ended on Thursday, the First National and Guardian banks did not remove the restriction in force during the holiday—namely, the limitation of withdrawals of all depositors to five per cent. Being national banks, they were within their rights in so doing. Failure to remove this restriction, however, nullified the governor's proclamation, as out-of-town banks were

unable to function under the governor's ruling without having access to their reserve accounts.

What amounted to a partial moratorium apparently was the intention of the governor's proclamation which ended the eight-day banking holiday. Whether, in the light of latest developments, the governor will remove the restrictions his Tuesday proclamation placed on the amount and purpose of withdrawals, as explained subsequently, is uncertain as we go to press. It is understood, however, that the governor's directions are not being enforced with any great rigidity.

Under the emergency authority granted him by the state legislature, the governor's proclamation directed

(Turn to page 266, please)

Ford Eight Truck \$50 to \$60 Higher

DETROIT — Ford commercial models with eight-cylinder engines are priced \$50 higher for the 112-in. commercial chassis and \$60 higher for the 131½ and 157-in. chassis, than with the standard four-cylinder engine.

Chevrolet Ahead in February

DETROIT — Retail deliveries of Chevrolet cars in the first ten days of February amounted to 10,544, a gain of 9.2 per cent over the corresponding period of 1932. In the first ten-day period of January sales were 10,162 units.

American LaFrance Reports

NEW YORK—Net loss for 1932 of \$566,007 after depreciation, taxes, etc., is reported by American-LaFrance and Foamite Co. and subsidiaries, against a net loss in 1931 of \$1,442,861.

Charles A. Young

DETROIT—Charles A. Young, 74 years old, died Friday in Harper Hospital after an illness of three weeks. Mr. Young was one of the organizers and president of Young Brothers Co., manufacturers of industrial ovens. He was associated with his brother, George A. Young.

Canadian Prices on New Ford Model 40

Model	New	Old	Change
Roadster	\$630	\$575	Up \$55
Del. Roadster	680	625	" 55
Phaeton	660	620	" 40
Del. Phaeton	715	685	" 30
Coupe—3-window	650		
Del. coupe—3-w.	705	720	Down \$15
Coupe—5-window	650	615	Up 35
Del. coupe—5-w.	705		
Tudor	665	625	" 40
Del. Tudor	720	690	" 30
Fordor	745	740	" 5
Del. Fordor	795	810	Down 15
Victoria	790	750	Up 40
Cabriolet	780	765	" 15

Carboloy Testing New Alloy No. 548

Not Ready for Formal Commercial Release

DETROIT—Alloy 548, a new alloy with a field of application between high-speed steels and cemented carbides, was announced at a recent Cleveland meeting of the American Society for Steel Treating, by Dr. Jeffries, president, Carboloy Co., Inc.

Laboratory tests and preliminary tests in production, stated Dr. Jeffries, show that Alloy 548 has qualities midway between high-speed steel and cemented carbide. Tests to date indicate that while it will cut only those materials which high-speed steel ordinarily cuts, it produces better results on the easier jobs, such as soft steel and cast iron, and a satisfactory improvement on the harder steels.

In composition, Alloy 548 is principally a combination of iron, tungsten and cobalt. Like high-speed steels, it can be melted, cast, forged, or rolled, then machined and heat-treated for use.

It is stated that the announcement made before the society was intended only as a general statement of the present status of development and as a matter of metallurgical interest, rather than as a formal, commercial release.

Britain Grants F W D Trademark

CLINTONVILLE, WIS.—The Four Wheel Drive Auto Company of Clintonville, Wis., has just received the official notification and registry certificate of their trademark by the British Patent Office. This certificate is dated Dec. 13, 1932, and marks the culmination of 12 years of negotiations for a trademark with the English Government. It is one of the first trademarks to be allowed by the British Patent Office on a combination of letters.

Ray and Larsen Advanced

PHILADELPHIA, PA.—James G. Ray, formerly a vice-president of the Autogiro Co. of America has been appointed vice-president of the Pitcairn Autogiro Co. He is succeeded by Agnew E. Larsen, who becomes a vice-president of the Autogiro Co. of America. Mr. Larsen remains chief engineer of the Autogiro company, a position he has held since 1930.

Case Adopts Price Guarantee Scheme

CHICAGO—The J. I. Case Co. has adopted a commodity price guarantee plan based on 70c. Chicago wheat, 45c.

corn, and 8½c. New Orleans cotton. The plan applies on autumn 1933 payments on merchandise bought this year.

If the commodity prices have not reached the required level when a customer's note comes due, the customer will be credited with the difference between the prevailing market and the promised prices. The plan is similar to that adopted by International Harvester Company and Deere and Company.

Would Regulate "Share Expense" Operators

WASHINGTON, D. C.—A model bill providing for the regulation of "travel bureaus" and "share expense" automobile passenger carriers, has been drafted by the legislative committee of the National Association of Motor Bus Operators. Under its provisions, operators in this field would be required to get an annual license, to provide financial responsibility and to keep records.

Federal Names Loud

DETROIT—Appointment of Mr. Carl Loud as head of Federal's new Factory Specialty Sales Department, is announced by J. F. Bowman, vice-president in charge of sales of the



Carl Loud

Federal Motor Truck Co., Detroit, Mich.

Mr. Loud is an executive of extensive experience in the specialty field. He was formerly associated with the Divco-Detroit Corp. and the Thorne Gas-Electric Co., Chicago.

Studebaker Trucks Gain

SOUTH BEND—Retail deliveries of Studebaker trucks during January, 1933, were 8.5 per cent greater than those of the same period of 1932.

New G.M.T. Models At Lower Prices

Three and Four Ton Jobs Have Longer Wheelbases

PONTIAC—Two new trucks in the three and four-ton range respectively, with longer wheelbases, more body space back of cab, with a new model engine having a flatter torque curve and better fuel economy are announced by General Motors Truck Co. Moreover, the new T-33 in the three-ton, and T-43 in the four-ton range, sell at \$345 and \$380 less than the three and four-ton T-31 and T-41. The new T-33 is actually \$120 lower than the 2½-ton range T-26.

The T-33, listing at \$1,225 for the 142-in. wheelbase, has a straight rating of 13,000 lb., compared with 11,000 for the T-26 and 14,000 for the T-31.

A.S.A. Adopts New Ball Bearing Standard

NEW YORK—American tentative standard for annular ball bearings, single-row type (B3a-1930) has been revised and adopted as an American standard with the designation B3.1-1933 by the American Standards Association. The revision consists in a change from 0.4 to 0.6 mm. in the maximum radius of a fillet on a shaft or housing, and from 1.00 to 1.5 mm. in the minimum height of a shoulder on a shaft, and it also includes the addition of the separable (open) type and the angular-contact type ball bearings in the light, medium and heavy series.

Muskegon Bennett Co. Formed

MUSKEGON, MICH.—Thomas B. Bennett, organizer and former head of the Bennett Pumps Corp., and A. L. Wertz former head of the Merit Equipment Corp., Cleveland, Ohio, have organized the Muskegon Bennett Co., to manufacture oil and grease pumps and tanks for the oil distributing trade. The new firm has an authorized capital of \$300,000. Mr. Bennett is president and Mr. Wertz vice-president.

Lycoming Marine Program

WILLIAMSPORT, PA.—Distributors have been eliminated in the 1933 marine engine merchandising program of the Lycoming Mfg. Co. and all dealers now contact direct with the factory. In addition, distribution has been placed on an "open" territory basis. Price reductions ranging from 20 to 30 per cent have been affected.



New Parking Device Slips 'Em In

No trouble parking this car which has been developed by Brooks Walker who is shown demonstrating its stability. The parking device is controlled from the driver's seat and actuates the spare tire and carrier through an hydraulic jack. When the car is raised on the spare, it can be driven in either direction sideways.

Fly 50,932,967 Miles in 1932

Passenger and Freight Traffic Increase but Air Mail Declines 19%

American-operated air lines carried 540,681 passengers during the calendar year 1932, an increase of 18,000 over the previous year, it was announced recently by Col. Clarence M. Young, assistant secretary of commerce for aeronautics. Air express also increased in volume, but air mail declined during the year.

"Of the total number of passengers carried," Colonel Young said, "474,279 traveled on the domestic air lines and 66,402 on American-operated air lines extending into Canada and Latin America.

"Air express amounted to 1,660,821 lb. in 1932, as compared with 1,151,348 lb. in 1931. The 1932 total included 1,033,970 lb. of express transported on domestic air lines and 566,851 lb. on foreign extensions.

"Air mail carried on the domestic lines previously has been reported by the Post Office Department to have been 7,393,257 lb. in 1932, as against 9,097,411 lb. in 1931. The compilation for foreign air mail has not yet been completed.

"Miles flown by all operators in 1932 were 50,932,967, as compared with 47,385,987 in 1931. Passenger miles flown totaled 146,552,587 in 1932 as against 119,968,577 in the preceding 12 months. A passenger mile is the equivalent of one passenger flown one mile."

Warner Becomes Board Chairman

BELOIT, WIS.—A. P. Warner, president of the Warner Electric Brake Co., was elected to the newly created office of chairman of the board at the annual meeting. R. E. Freeman was elected president. Charles H. Warner, vice-president, and R. L. Pierce, secretary-treasurer, were reelected. Albert Warner was elected assistant treasurer and assistant to the president.

Chain Belt Reports

CHICAGO—Chain Belt Company for the year ended Dec. 31, 1932, reports net loss of \$345,720, compared with net profit of \$83,943, equal to 70 cents a share on capital stock in 1931. Current assets as of Dec. 31, totaled \$2,240,376 and current liabilities \$129,099, against \$2,621,603 and \$181,885 respectively a year ago.

Eibell Leaves Worthington

HARRISON, N. J.—F. C. Eibell, who for the past four years has been manager of the advertising and publicity department of the Worthington Pump & Machinery Corp., New York, N. Y., has resigned. His work during the past four years marked Worthington as one of the outstanding industrial advertising accounts. No announcement has been made concerning his future plans.

F.W.D. Reports

CLINTONVILLE, WIS.—Quick assets amounting to \$2,316,000, or more than 17 times current liabilities, were reported to the annual meeting of the Four Wheel Drive Auto Co. here by President Walter Olen. The company has no debts and ample sums are set aside for taxes, depreciation, etc. Surplus amounts to \$959,929. Mr. Olen reported that the company sold 76 per cent of all four-wheel drive trucks purchased in 1932.

R. C. Graham Starts Country-Wide Tour

DETROIT — Robert C. Graham, executive vice-president of Graham-Paige Motors Corp., has departed on a nation-wide tour in company with "Cannon-Ball" Baker, each driving one of the second series Graham cars. The trip is known as the "Graham Safety Tour," and while en route Mr. Graham will hold meetings of his company's distributor dealer organization as well as giving talks and interviewing prominent people in the interests of greater motoring safety in each city visited. The tour started in Boston.

Hall Lamp Reports

DETROIT—C. M. Hall Lamp Co. has reported net loss of \$131,958 after all charges, depreciation, etc., for year ended Dec. 31, 1932, compared with a net loss of \$275,218 after all charges, including a non-recurring charge of \$246,931 in 1931. At the annual meeting of stockholders, directors and officers were reelected.

Woodhead a Vice-President

CLEVELAND—Harry Woodhead has been appointed vice-president of the Truscon Steel Co., having previously been general manager of the company's pressed steel division.



New Plymouth two-door sedan listing at \$505

Business in Brief

Written by the Guaranty Trust Co., New York, exclusively for Automotive Industries

General business last week was retarded by the severe storms in many sections of the country.

FREIGHT LOADINGS

Railway freight loadings during the week ended Feb. 11 totaled 591,320 cars, which marks an increase of 18,128 cars above those during the preceding week, but a decrease of 60,215 cars below those a year ago and a decrease of 219,369 cars below those two years ago.

POWER PRODUCTION

Production of electricity by the electric light and power industry in the United States during the week ended Feb. 11 was 6.1 per cent below that a year ago.

LUMBER SALES DOWN

New business booked at the lumber mills during the week ended Feb. 11 was 22 per cent below that a year ago. However, new business was 30 per cent above production and shipments were 22 per cent above.

CEMENT BELOW 1932

The Portland cement industry during January produced 2,958,000 bbl., marking a decrease of 41.1 per cent below those a year ago. Shipments were 26.3 per cent below those a year ago.

CRUDE OIL

Average daily crude oil production for the week ended Feb. 11 amounted to 2,025,000 bbl., as against 2,028,250 bbl. for the preceding week, and 2,138,300 bbl. a year ago.

FISHER'S INDEX

Professor Fisher's index of wholesale commodity prices during the week ended Feb. 11 stood at 55.4 per cent, as against 55.3 for both the week and two weeks before.

Bank debits to individual accounts outside of New York City during the week ended Feb. 15 were 29 per cent below those a year ago.

FEDERAL RESERVE STATEMENT

The consolidated statement of the Federal Reserve banks for the week ended Feb. 15 showed increases of \$33,000,000 in holdings of discounted bills and of \$25,000,000 in holdings of Government securities. Holdings of bills bought in the open market remained unchanged. The reserve ratio on Feb. 15 was 61.3 per cent, as against 65.3 per cent a week earlier and 65.6 per cent two weeks earlier.

Trico Earns \$2.57

CHICAGO—Trico Products Co. and subsidiaries for the year 1932 report net profit of \$964,964, equal to \$2.57 a share on 374,991 unrestricted shares outstanding at the close of the year against \$1,762,550 or \$4.70 a share in 1931.

February 25, 1933

R. F. C. Ready to Help Detroit Banks

(Continued from page 263)

that no bank shall pay to any one depositor more than his pro rata share of the bank's cash and U. S. Government securities, and even on such partial payments, the proclamation imposes limitations.

Banks were permitted, of course, to accept new deposits but they were placed in a trust deposit department. Such deposits were payable on demand without interest.

The effect of the governor's latest proclamation was to segregate bank assets into two groups, one consisting of cash and U. S. securities, and the other of all other assets. The former group was made immediately available to meet liabilities under the limitations already outlined. The latter group was set aside so that banks would have time to salvage as much of them as possible instead of resorting to forced liquidation with its attendant large losses.

An exception in the pro rata restriction was made in the case of bank reserve accounts. Such accounts may be withdrawn in full by the depositing banks.

Willys-Overland Creditors Organize

(Continued from page 262)

The receivers announced a holiday at the plants of the company during the current week but that some departments will probably be able to start again on Feb. 27.

The receivership was effective at 5 p.m. on Feb. 15 and claims for wages prior to that time will await the raising of funds by the receivers and authority of the court to make payment.

Last summer Mr. Willys persuaded vendors and merchandise creditors to accept a moratorium. They received \$800,000 of one-year notes due in July and August next. Then operations of the last few months have been done on the 90-day acceptance basis. Acceptances have been met but the income from new car sales did not quite reach to make the turnover that Mr. Willys anticipated possible.

On Feb. 15 the crisis was reached. A glance at the till showed only a little more than \$40,000 there where in normal times the company had operated with \$3,000,000 or more of cash.

The creditors now have obligations amounting to about \$3,000,000. Taxes amounting to \$1,000,000 are past due. There are \$2,000,000 of bonds outstanding.

Inventory at the plant is reported to be considerably under the recent published statements due to much closer control and the cleaning up of former models before the beginning of manufacture of the Willys 77 and the model D-1 trucks.

Propose New Basis for Grading Sheets

Part of General Plan to Stabilize Prices at Profitable Levels

NEW YORK—Efforts to "stabilize" the steel market, which subject continues to engross the attention of producers, were reported this week as very likely to take the form of another revamping of sheet classifications. Under this plan all grades except hot-rolled, cold-rolled, and galvanized would be discontinued, deviations from base grades being subject to commensurate extras. Those who propose these changes estimate that the price structure would be improved to the extent of \$2 to \$6 per ton by this revamping of base grades and extras. The price situation showed no appreciable change this week. Bars and shapes are quoted on the 1.60c, Pittsburgh basis, but the general impression is that there has been price-shading in all representative transactions of the last seven weeks. Cold finished steel bars, in 10,000 lb. lots of one size, one grade and shipment at one time to one destination, are quoted at 1.70c, Pittsburgh, which makes the spread between the hot-rolled and the cold-finished product \$2 a ton compared with an average of \$8 a ton in 1931. It is thought, therefore, that the quotation of 1.60c, Pittsburgh, for hot-rolled bars is strictly nominal. In galvanized sheets which had for a long time been the softest spot of the sheet market a number of rollers are reported to have turned down all business at below 2.60c, Pittsburgh, although 2.50c is still the inside quotation of others. Automotive consumers are watching the market closely with reference to the effect of a stiffening of galvanized sheet prices on black sheets. Automotive demand this week was sufficiently well maintained to enable sheet and strip mills to operate at a rate but little changed from that which has been in vogue throughout February.

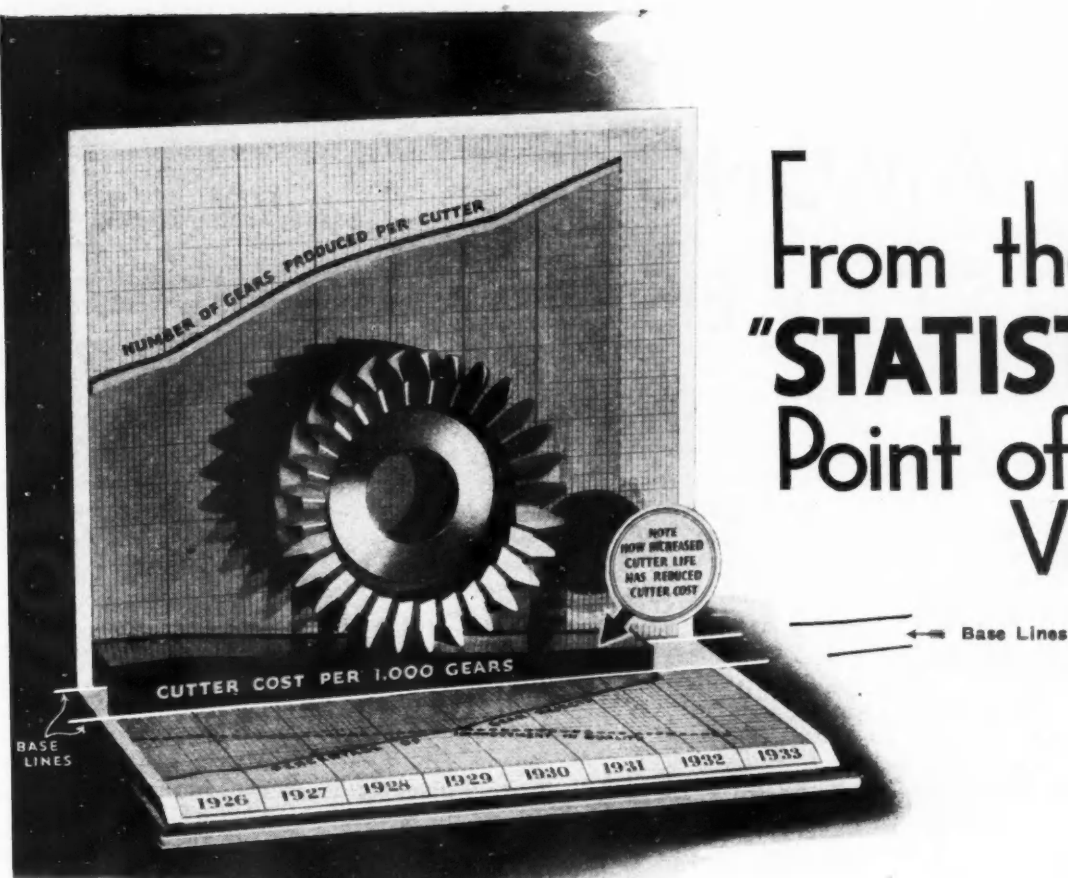
Pig Iron—Statistically the market is beginning to make a better showing. Lake Superior iron ore consumed in January showed a 5 per cent increase over December consumption. Shipments of foundry and malleable iron to automotive foundries are about at the same rate as last month. Quotably the market is unchanged.

Copper—Producers are no more eager to sell first quarter electrolytic at the prevailing price of 5c, delivered Connecticut, than consumers are to buy. The latter are reasonably well covered and are inclined to wait developments. Producers are of the same mind.

Tin—Straits tin was offered on Monday at 23.60c, denoting a slight advance in sympathy with the movement in Sterling exchange.

Zinc—Some interests are willing to take on tonnages at their own price and pay spot cash for their purchases. Producers look askance at the building up of a large outside market.

Automotive Industries



From the "STATISTICAL" Point of View....

STEADY progress—better gears—lower costs. Such is the record made by users of Original Fellows Cutters. As one Works Manager tersely stated: "We made unprecedented advances in 1932 in our transmission department. We actually produced quiet gear sets for the first time; reduced 'tear-down' losses to the vanishing point; and lowered costs all along the line. We give a lot of credit for this achievement to your company. And speaking about cutters, we have standardized on Original Fellows Cutters—nothing else will meet our exacting requirements."

ORIGINAL FELLOWS Cutters will enable you as a producer of good gears to obtain your scheduled output on a minimum number of Gear Shapers, with lower overhead and direct production costs. Are you taking full advantage of ORIGINAL FELLOWS Cutter economies?

THE FELLOWS GEAR SHAPER COMPANY
SPRINGFIELD, VERMONT
(or Detroit Office: 616 Fisher Building)

FELLOWS
~ GEAR SHAPERS ~
AND GEAR SHAPER CUTTERS

JUST AMONG OURSELVES

The March for Sales Goes On

THE automobile business continues to get no better fast as February wears on. Manufacturers now are looking to March as the next period of hope, as we mentioned previously.

There won't be any concerted advertising and promotion action to start off the spring season this year as was attempted in 1932. Results weren't good last year and there is little disposition in the industry to try to repeat. Some other form of cooperative action to stimulate buying is possible—but not a repetition of last year's drive.

Individual makers, however, will be found hitting harder and spending more freely in an attempt to bring new buyers into the market immediately after election. Definite plans have been ok'd in several individual instances. Talk of further new models within the next two months continues and probably has basis in fact.

Back to the Fold—

ON March 5, the automotive industry will welcome back into its ranks its first ex-Cabinet member. As chairman of the board of Hudson, a director of the Guardian National Bank of Commerce and potentially a practical power in future fights for further good roads development, Roy D. Chapin should find his time even more fully occu-

pied after he leaves Washington than while he was there.

His sojourn as a member of the President's official family, while short, was distinguished by an administrative competence and a deftness in handling of public relations rarely if ever equaled by any of his predecessors.

Referees Fair in Bus-Rail Scrap

TO the National Transportation Committee in general and to Alfred E. Smith in particular the automotive industry ought to be deeply grateful. The report of this non-partisan body regarding the whole transport situation was marked by an intelligence, a perspicacity and a fairness which might have been expected from the eminent men who constituted the committee.

Several points of high importance to the future of our industry were stated by the committee without equivocation. The following sentences contain some of them:

Shouldn't Favor Rails

“NEITHER tax nor regulation should be applied for any purpose of handicapping the march of progress for the benefit of the railroads.

“The railroads (Mr. Smith speaking) should go into the bus and truck business on a larger scale and they should be encour-

aged to do so by appropriate legislation.

“Unprofitable railroad services should be replaced by cheaper alternative transport methods.

“In a fair field and no favor, competition should be allowed to decide the result.

“Drastic regulation of competing services (Mr. Smith speaking again) is not the solution of the railroad problem.

Trucks Not Menace

“AS to competition by motor trucks and buses (Mr. Smith once more) the testimony given before us does not indicate to me that the competition is at this time as serious a menace to the railroads as they claim it to be. . . . Extravagant claims are made as to penalizing of railroad as contrasted with highway transportation by taxes and by numerous regulations affecting service and labor.”

The Program Was Different

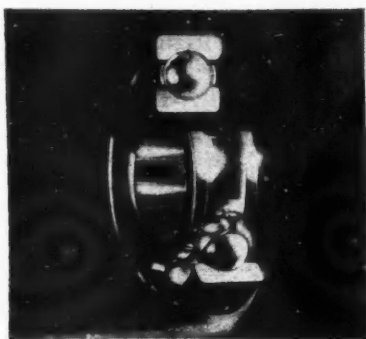
HAVING spent some time lately bemoaning the vast amount of time spent by the industry in purely competitive thinking and selling when the only real hope for all concerned is to find some way of increasing the total market, we were somewhat humbled the other night while listening to Lowell Thomas over the radio.

Far from saying anything nasty about competitors of Blue Sunoco, the profits from which pay for Mr. Thomas' time on the air, Mr. Thomas spent somewhere between 40 and 80 valuable seconds crying the glories of Ed Wynn, even going so far as to refer to him as the “irrepressible Fire-Chief.”—N.G.S.

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